The Yachtsmen's Magazine
35 Cents
MOTOR BOATING
IN THIS ISSUE
"The Wanderer of Liverpool"
By JOHN MASEFIELD

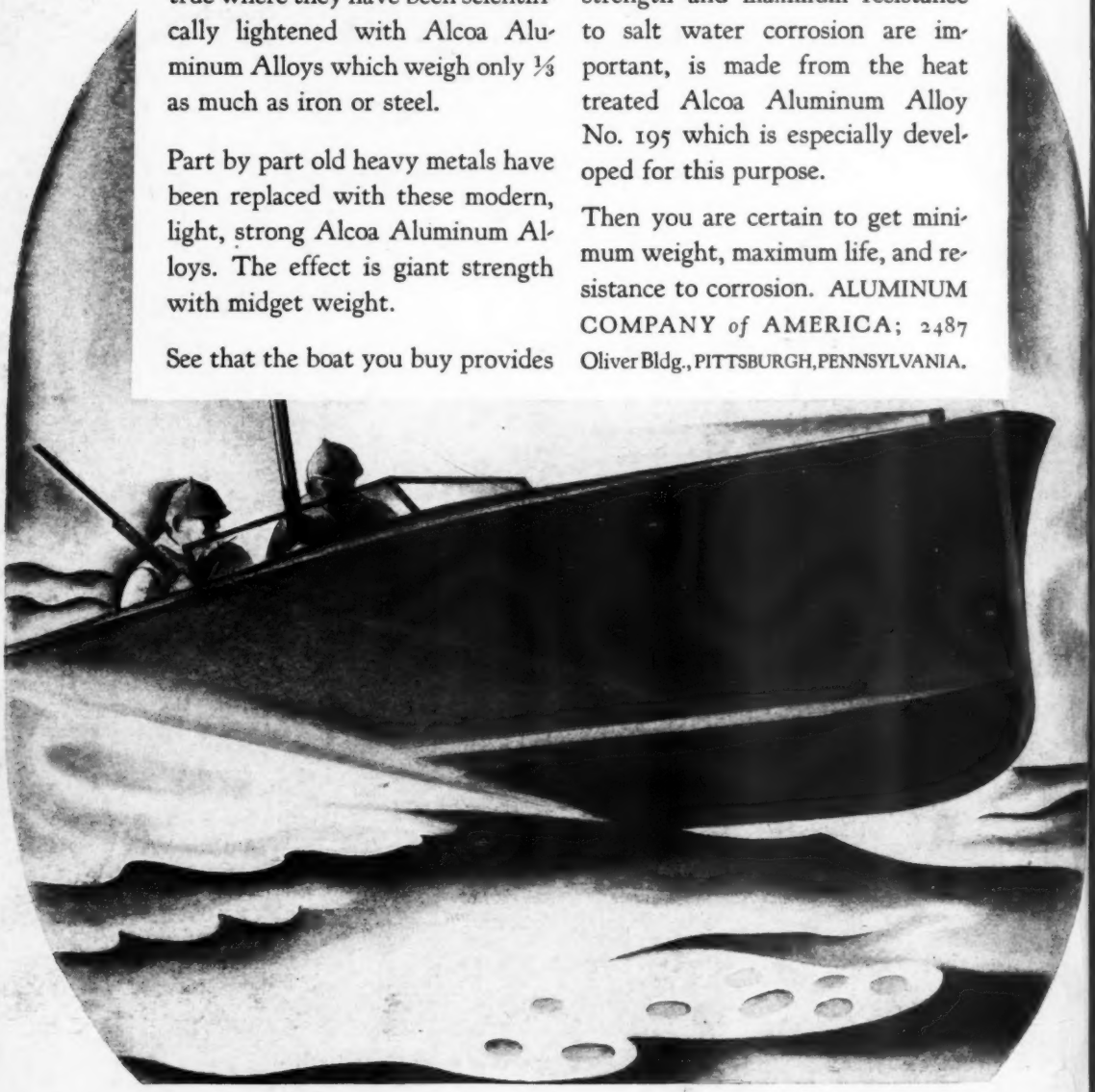
"Gamey" motors that put every ounce of weight to work . . .

No good sportsman willingly carries an ounce of surplus weight in his equipment. This is likewise true of marine motors. It is particularly true where they have been scientifically lightened with Alcoa Aluminum Alloys which weigh only ⅓ as much as iron or steel.

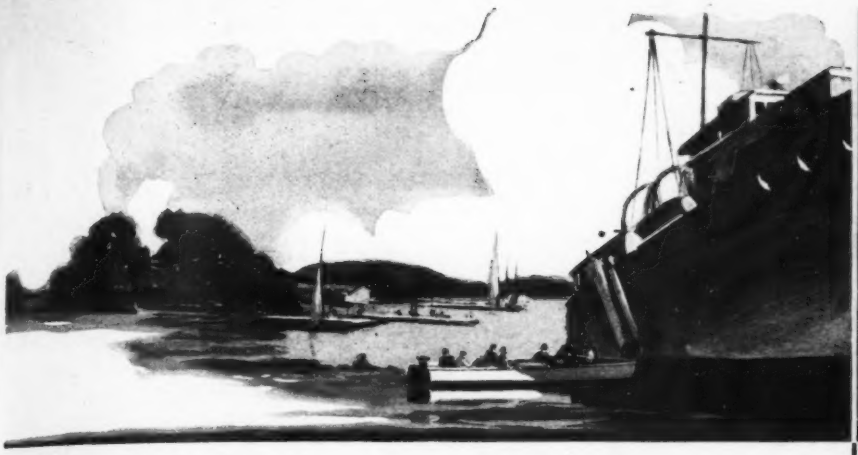
Part by part old heavy metals have been replaced with these modern, light, strong Alcoa Aluminum Alloys. The effect is giant strength with midget weight.

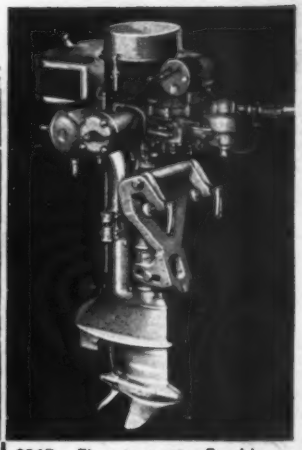
See that the boat you buy provides you with maximum engine performance by being equipped with Lynite Pistons. Make sure that every possible part where extreme strength and maximum resistance to salt water corrosion are important, is made from the heat treated Alcoa Aluminum Alloy No. 195 which is especially developed for this purpose.

Then you are certain to get minimum weight, maximum life, and resistance to corrosion. ALUMINUM COMPANY *of* AMERICA; 2487 Oliver Bldg., PITTSBURGH, PENNSYLVANIA.



ALCOA ALUMINUM





Like taxicab service between yacht and shore

ELECTRIC-STARTING Johnson Sea-Horse Motors

Transform "Tender" into Auxiliary Pleasure Boat

Propeller tilts safely over logs, rocks, shoals

YACHTSMEN, due to vast improvements introduced by Johnson Sea-Horse motors, are now enjoying those waters where larger craft and inboards may not venture.

Johnson, maker of speed champion Sea-Horse motors, has introduced this year, Non-stall Electric-starting with front or rear seat wheel-steering and grouped button controls. Even a run-down battery cannot stall this motor for its Release Charger makes hand starting as easy as spinning a top.

Noise in these powerful new motors is cut to a low hum by Johnson's exclusive Water-cooled Underwater Exhaust.

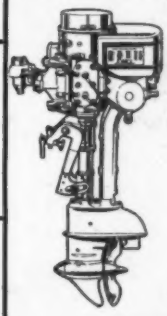
Smaller Johnson motors, the "4" and "12" likewise start with amazing ease because their cylinders fire alternately instead of together. This doubles the number of sparks per revolution, and cuts starting resistance in half.

No other outboards offer these advancements. So send for details at once. Color-illustrated catalog shows also Johnson Boats built in Matched Units to provide the ultimate in outboard speed and easy handling. Mail coupon for your copy.

All dealers carry first-aid service parts. Stations for complete service in all parts of the country. All prices f.o.b. factory.

JOHNSON MOTOR COMPANY, 3014 Pershing Rd., Waukegan, Ill.
In Canada: Canadian Johnson Motor Company, Ltd., Peterboro, Ont.
World's Largest Manufacturer of Outboard Motors and Matched Units

$315—Electric-starting Sea-Horse
Twin Cylinder "16"



(left)
$395
Electric-starting
Sea-Horse
4 Cylinder "32"

(right)
$195
Sea-Horse "12"
Alternate Firing
Twin

(left)
$160
Sea-Horse "4"
Alternate Firing
Twin

14-ft. Utility "A"—$125

Of Johnson's Revolutionary New Sealite Construction, seamless, watertight, 50% lighter in service yet ⅓ stronger than usual wood boats. Also complete line of boats built in Matched Units with Sea-Horse Motors $250 to $1065 for luxurious 20-ft. Aquasfyer Runabout complete with Electric-Starting Sea-Horse "32."

JOHNSON *Matched* UNITS
SEA-HORSES & BOATS

JOHNSON MOTOR COMPANY, 3014 Pershing Road, Waukegan, Illinois
Gentlemen: Kindly send color-catalog and name of nearby Johnson dealer who can demonstrate.

Name.....

Address.....

City..... *State*.....

MoToR BoatinG, September, 1930. Volume XLVI, No. 3. Published monthly at 57th Street at Eighth Avenue, New York, U. S. A., by International Magazine Co., Inc. Yearly subscription price: United States, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)

EACH 1930 CHALLENGER AND EVERY CUP-DEFENDER SINCE 1851 has been finished with EDWARD SMITH PAINTS

IN the Cup Race — it's the finish that counts. And in the endless race with the elements the *finish* also counts. That is why every cup-defender since 1851 has been finished with Edward Smith Paints and Varnishes.

Edward Smith Paints and Varnishes are famous — not because of the age of the company, but because of the 103 year uniformity which assures to every boat owner and boat builder supreme quality. This means longer life for the craft; greater protection from the elements; a degree of beauty and lustre that is the pride of every yachtsman and a cost that is lowest in the long run.

There is an Edward Smith Paint and Varnish for every marine purpose. Write for literature and color cards.

EDWARD SMITH & COMPANY

LONG ISLAND CITY, NEW YORK

Makers of Marine Paints and Varnishes since 1827

Advertising index will be found on 3rd last page

49 3/4 m.p.h.

Pregenzer setting his new world's record of 49.723 m. p. h. at Fox Lake.

with

DUPLEX Outboard Special

AT Fox Lake, Illinois, on July 28th, a new all-time world's Outboard record of 49.723 miles per hour was established by Roy Pregenzer with a Century boat and Elto 4-60 motor, lubricated with the Outboard Special grade of Duplex Marine Engine Oil.

No such Outboard speed was ever made before. The strain on the motor was terrific, but at no time did it falter. *Lubrication was perfect. Maximum power was delivered at all times.*

We say again as we have said before . . . the drivers who are out to win take no chances with their oil. They use Duplex Outboard Special, just as Wilkinson used it in winning the Albany-New York race in April.

1930 is another Duplex year.

ENTERPRISE OIL COMPANY, Inc.
Established 1884
BUFFALO, NEW YORK

Pregenzer snapped at the dock at the finish of his new world's record.

WHOLESALE DISTRICT DISTRIBUTORS IN
Baltimore Boston Chicago Cleveland Detroit Houston Miami New Orleans New York Palm Beach Philadelphia St. Louis
Pacific Coast Distributors: Portland, *Beebe Co.;* San Diego, *R. V. Morris & Co.;* San Francisco, *B. H. Hebgen Co.;*
Seattle, *Sunde & d'Evers Co.;* Vancouver, *Hoffars, Ltd.;* Wilmington (Calif.), *Ets—Hokin & Galvan*
DEALERS WHEREVER BOATS FLOAT

ANNOUNCEMENT

THE company formerly known as "The Winton Engine Company," Cleveland, Ohio, has been acquired by General Motors Corporation and will be known henceforth as "Winton Engine Corporation." In making this announcement, we avail ourselves of the opportunity to express our deep appreciation of the confidence and good will accorded Winton products by our many friends. ¶Also, we take much pleasure in assuring Winton owners that the officers of the old company, as well as the operating and sales personnel, will remain with the new corporation. ¶The further development and production of Winton marine and industrial engines, as well as their successful installation, will, therefore, be carried forward by the same men who have served the company with such signal success for many years. ¶Advanced engineering and precision workmanship will continue to characterize our products and Winton's place in the front rank as builder of supremely fine power plants will be maintained.

WINTON ENGINE CORPORATION

G. M. Codrington

President

Advertising index will be found on 3rd last page

NEW!

PLOT YOUR COURSE — SET YOUR COMPASS — PILOT WITH ALL LINES PARALLEL — RESET COMPASS FOR EASIER TACKING

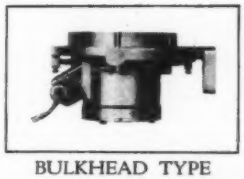
Pioneer Straightway Compass

This new Pioneer compass has practically no period. After the sharpest turn it resumes the correct reading with almost no overswing or oscillation.

With the Pioneer Straightway Compass it is easy to navigate accurately. Merely set the compass circle to the desired heading. Then keep the two sets of lines parallel.

The Pioneer Straightway Compass has no parallax error. From any angle, at any time, you can check the correctness of heading at a glance.

The Pioneer Straightway Compass is easy to set and re-set. You can use it to tack a sail boat most efficiently. Or you can sight landmarks and triangulate your position easily and quickly.



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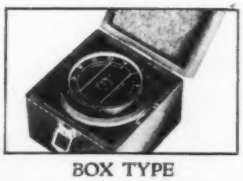


BOX TYPE

BINNACLE TYPE

The superior performance of the Pioneer Straightway Compass is obtained by reducing the weight of the magnetic element to a minimum, increasing the damping factor, yet retaining a strong magnetic control. Like all other Pioneer Compasses, it is equipped with the Titterington Micrometer Compensator, and is completely radium illuminated. All models are gimbal mounted. Write for full information.

PIONEER INSTRUMENT COMPANY

INCORPORATED · · · DIVISION OF BENDIX AVIATION CORPORATION

754 LEXINGTON AVENUE · · · BROOKLYN NEW YORK

309 DEARBORN BLDG., DEARBORN * BENDIX BUILDING, LOS ANGELES * 15 SPEAR ST., SAN FRANCISCO * 420 W. DOUGLAS ST., WICHITA * 5034 W. 63RD ST., CHICAGO
827 SUSSEX ST., OTTAWA * STERNPLATZ 13 JOHANNISTHAL-BERLIN * GENERAL EUROPEAN REPRESENTATIVE, M. CALDERARA, 11 BIS RUE MONTAIGNE, PARIS

SPEED . . .

21-FOOT DODGE RUNABOUT. All Dodge boats have Exide Batteries as standard equipment.

with Reliable EXIDES Aboard

4-cell unit Exide Battery, type LXRH. 4 units make 32-volt battery.

6-volt Exide Battery, type XCR.

SKIMMING at top speed or just loafing along, your Exide Battery can be relied upon at all times and under all conditions to do its job dependably.

Exide Marine Batteries come in a wide range. There's one to fit the needs of every type and size of craft. From tiny outboards and runabouts to great motor yachts and liners, all battery requirements can be met adequately and economically with an Exide.

And the owners of many of the most up-to-date yachts and cruisers have installed the new, modern Exide Marine Floating Battery System for increased economy, safety and operating convenience of the electric power plant.

Write for information on Exide Marine Batteries and don't forget to ask for a copy of our booklet describing the Exide Floating Battery System. No obligation.

SOME OF THE PROMINENT BOAT BUILDERS USING EXIDE BATTERIES AS STANDARD EQUIPMENT

ACF, Chris-Craft, Consolidated, Dawn, Dee Wite, Dodge, Elco, Fay-Bow, Gar Wood, George Lawley & Son Corporation, Liggett, N. Y. Yacht, Launch & Engine Company, Richardson, Sea-Lyon.

Exide

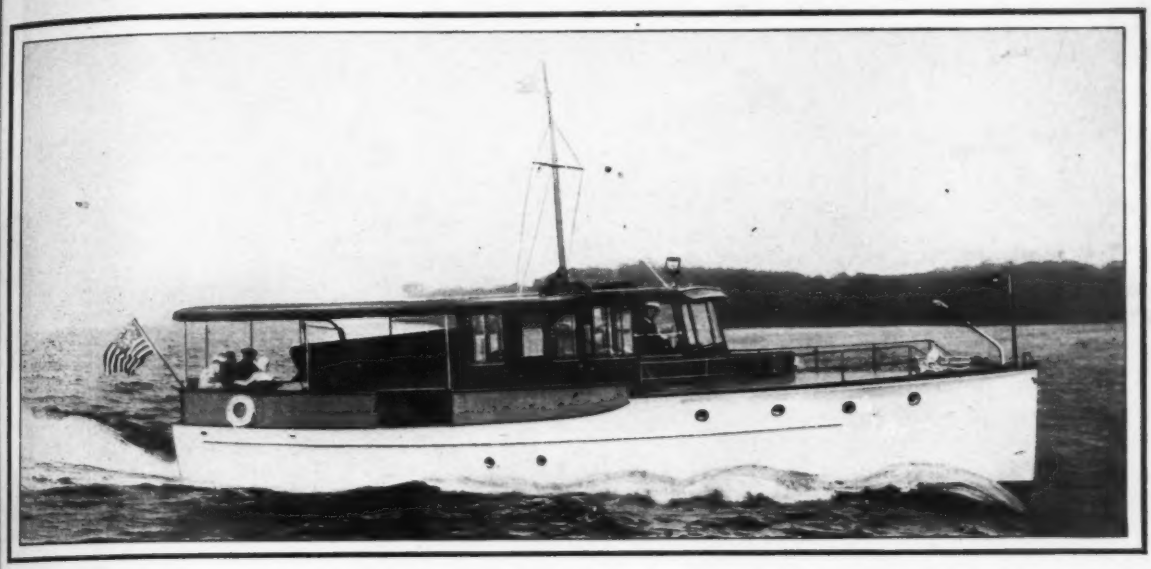
MARINE BATTERIES

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

Exide Batteries of Canada, Limited, Toronto

Advertising index will be found on 3rd last page



The Elco Forty-two Foot Cruiser

Luxury...tempered with practical economy

VISIT PORT ELCO OR WRITE FOR COMPLETE INFORMATION

You are invited to visit Port Elco, 247 Park Avenue (at 46th Street), New York, where the entire Elco Fleet is now on display. Or, address Dept. MBG, Port Elco, for full particulars and descriptive literature. (Plant and Marine Basin at Bayonne, N. J.)

ELCO CRUISERS ARE ALSO DISPLAYED, SOLD AND SERVICED BY:

PORT ELCO OF BOSTON
126 State Street, Boston, Mass.

Washington Motor Boat Sales Agency
1344 Connecticut Ave.....Washington, D. C.

Ludington Aircraft, Inc.
Atlantic Building.....Philadelphia, Pa.

Yacht & Motor Sales Corp.
Wilmington.....California

Eastern Marine & Yacht Co.
354 Howard Avenue.....Bridgeport, Conn.

Roy M. Brewster
Bay Shore.....Long Island, N. Y.

W. J. H. Dyer
East Greenwich .....Rhode Island

Frank D. Homan
Amityville.....Long Island

Fulton Marine Co.
138-140 East 4th Street.....Cincinnati, Ohio

The Elco Forty-two Foot Cruiser is built for the owner who desires the utmost roominess and comfort, and yet requires that purchase price be moderate, the cost of up-keep low. . . . In appearance, in operation, this member of the Elco Fleet belongs in the aristocracy of yachting. Yet standardized production methods so employ fine materials, fine workmanship, as to bring it within the reach of modest incomes. Costing no more to own and maintain than a small summer cottage, the Elco Forty-two Foot Cruiser offers every convenience that could be asked. . . . The completely enclosed deck-house gives absolute protection in wet or windy weather. Two fully appointed staterooms, each equipped with private lavatory and fitted with permanent berths, accommodate an owner's party of six. While the boat can easily be handled by the owner, quarters are provided for a paid hand, should one be desired. . . . With some of the best cruising months of 1930 yet remaining, and southern waters beckoning for the winter, September is an ideal time to become the owner of an Elco Forty-two Foot Cruiser. Sturdy in construction, reliable in performance, inexpensive in operation and up-keep, it is an investment which will continue to pay dividends of health and pleasure for many years.

Elco CRUISERS

THE ELCO FLEET

Twenty-seven Foot Marinette	$ 3,475
Thirty Foot Veedette	5,750
Thirty-five Foot Cruisette	7,750
Thirty-eight Foot Cruiser	11,850
Forty-two Foot Cruiser	17,500
Fifty Foot Motor Yacht	26,500

(Afloat, Bayonne, N. J.)

(Elco operates a liberal financing plan for those wishing to purchase cruisers out of income.)

HOLLEY
DOWNDRAFT CARBURETOR

Gives more power.
Stops engine automatically if oil pressure fails.
Reduces fire hazard.

used by

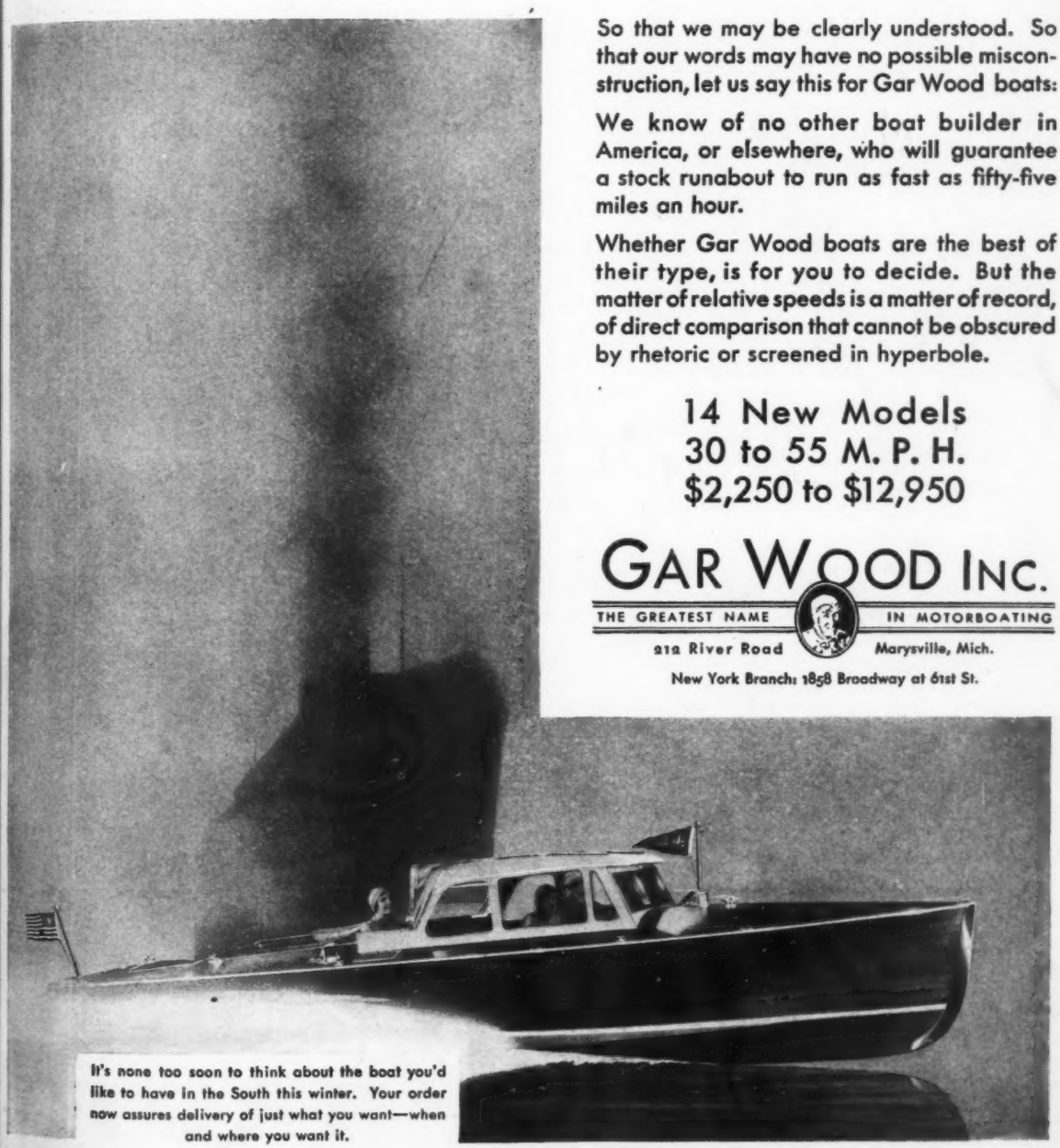
Chrysler, Gray, Kermath, Lathrop, Lycoming, Murray & Tregurtha, Scripps, Chris-Craft, Speedway and Sterling.

HOLLEY CARBURETOR COMPANY
DETROIT, MICHIGAN

Advertising index will be found on 3rd last page

With all the pathos of Napoleon's retreat from Moscow, you see those weary words, "biggest", "best", "fastest", "most beautiful", dragging their bruised and abused syllables across the advertising pages.

Whatever the abilities of a manufacturer to make a good product, he hires someone who can write a "best" product, or so it seems.



So that we may be clearly understood. So that our words may have no possible misconstruction, let us say this for Gar Wood boats:

We know of no other boat builder in America, or elsewhere, who will guarantee a stock runabout to run as fast as fifty-five miles an hour.

Whether Gar Wood boats are the best of their type, is for you to decide. But the matter of relative speeds is a matter of record, of direct comparison that cannot be obscured by rhetoric or screened in hyperbole.

14 New Models
30 to 55 M. P. H.
$2,250 to $12,950

GAR WOOD INC.

THE GREATEST NAME IN MOTORBOATING

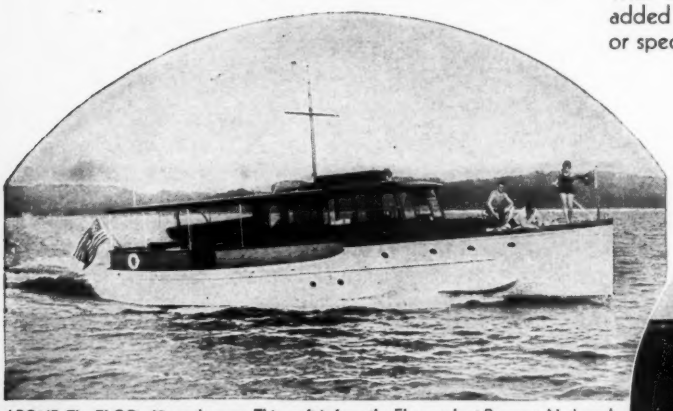
212 River Road Marysville, Mich.

New York Branch: 1858 Broadway at 61st St.

It's none too soon to think about the boat you'd like to have in the South this winter. Your order now assures delivery of just what you want—when and where you want it.

You'll find Crosley Radio in the Finest Craft Afloat

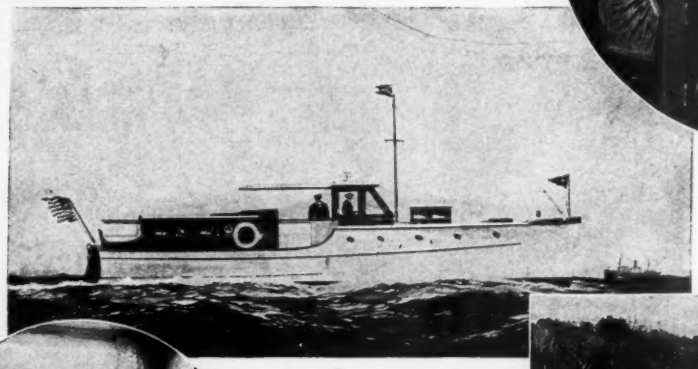
WHILE the installation of Crosley Screen Grid Battery Radio in water craft is not as costly as other similar installations, it is a notable fact that you'll find Crosley Radio in the finest craft afloat. In the adoption of Crosley Radio by boat builders as standard equipmen quality of performance alone has been the deciding facto At the last New York show there were eighteen boat buil ers of national reputation who displayed models equippe with Crosley Radio, either as standard equipment or as a added accessory. It can be installed in your present bo or specified to be built into any craft you may purchase. is fully shielded from all motor noises and is fu from outside electrical disturbances. Your Cro ley dealer can supply you with full informatio



ABOVE: The ELCO «38» under way. This craft is from the Elco yards at Bayonne, N. J., and has installed in it a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment.

BELOW: This DAUNTLESS «42» was equipped by Millard, Brewster & Chambers, shipwrights, with a Crosley Screen Grid Battery Receiver and Power Speaker.

IN CIRCLE: This illustration shows a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment in the new CHRIS-CRAFT YACHT, Model 123, the finest CHRIS-CRAFT ever launched and the flagship of that famous fleet.



IN CIRCLE: Interior of the FAIRFORM FLYER built by Huckins Yacht Corporation of Florida showing installation of Crosley Screen Grid Battery Receiver with Power Speaker and phonograph. This equipment is standard in this fine craft, illustrated under way at right.

THE CROSLEY RADIO CORPORATION POWEL CROSLEY, JR., *President* **CINCINNATI, OHIO**

Home of WLW — *"the Nation's Station"*

You're *THERE* with a Crosley

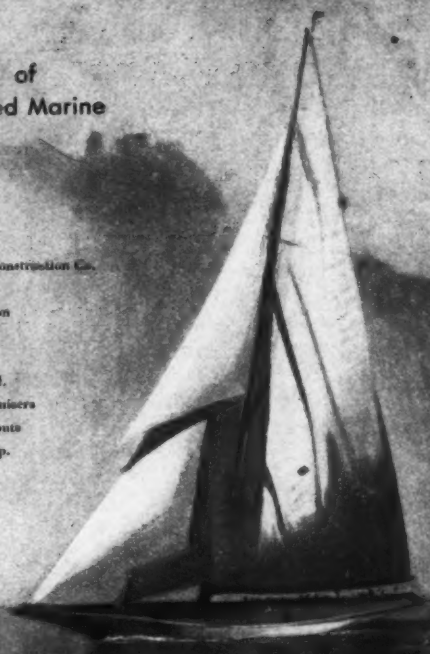
CROSLEY RADIO

Advertising index will be found on 3rd last page

Instrument Panels Ahoy!

1930 Users of Consolidated Marine Instruments

Gar Wood
Dawn Cruiser
Wheeler Playmate
Dart Boats, Inc.
Robinson Marine Construction Co.
Lyon-Tuttle
A. B. Chase Emerson
Corsair Cruiser
Aco Boats
F. L. Buchanan Ltd.
Staples Johnson Cruisers
Laddington Runabouts
Huckins Yacht Corp.

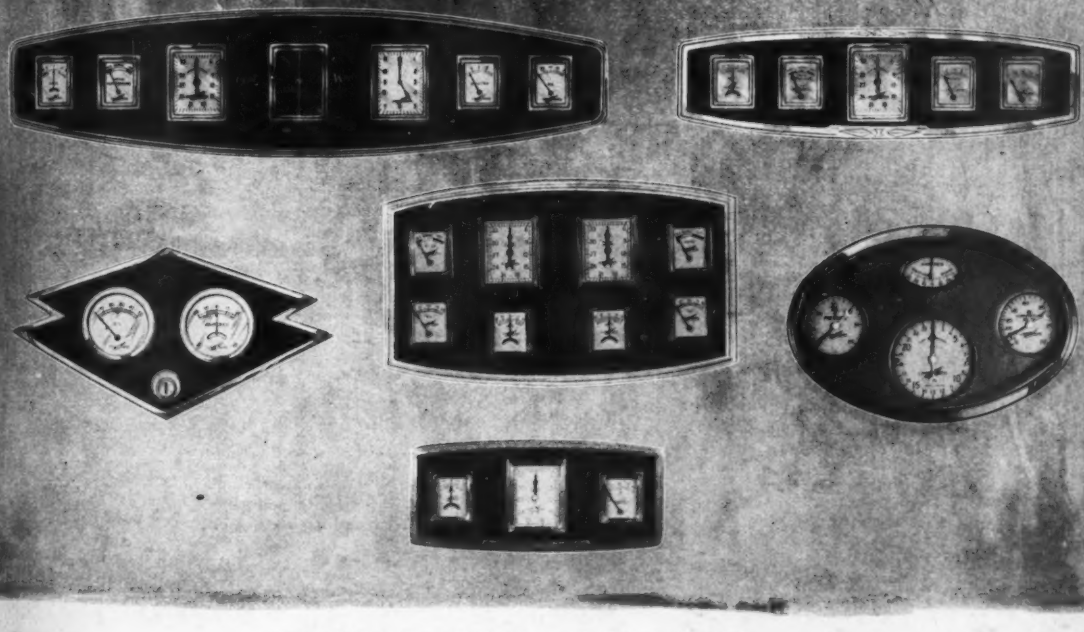


OVER the Lakes, or up and down the streams, crossing the courses of a thousand ships, the trig motor-boats heat along, made safer in their going, for that their masters' eyes may observe reliable instruments giving instant and continuous reports of their boats performance.

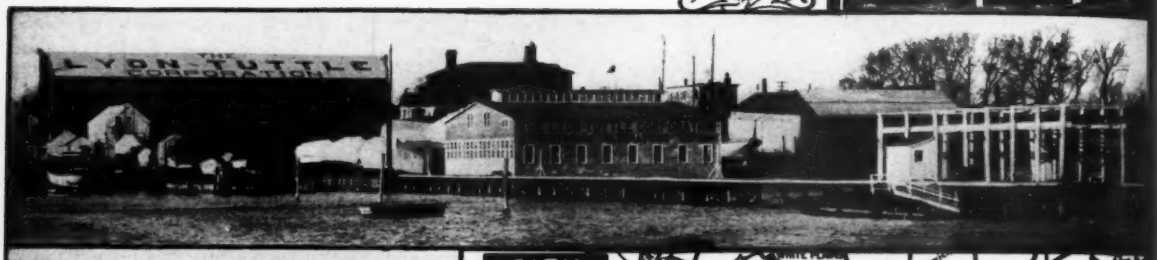
This year now passing in motor-craftmanship has added as a permanent improvement attractive instrument panels, and in this progressive movement Consolidated Instruments have attained distinguished leadership.

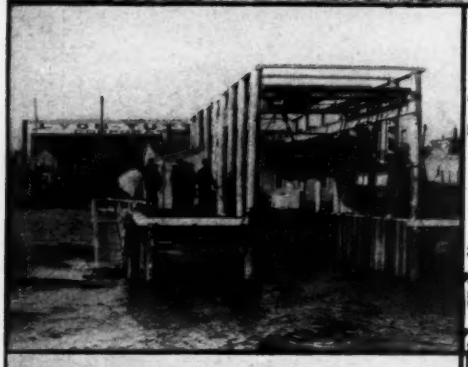
CONSOLIDATED
MARINE INSTRUMENTS

JULIEN P. FRIEZ & SONS
INCORPORATED
BELPORT OBSERVATORY
BALTIMORE, MARYLAND
Division of BENDIX AVIATION CORPORATION



New York's Most Complete Yacht Storage and Service Plant





THE cost of fitting out your boat next spring will be dependent in a large measure upon the way it is laid up and stored over the winter.

Why not take advantage of the modern systematized service we have established for handling fine yachts and runabouts?

We have applied to yacht service and storage the same principles of orderly routine that it has taken years to develop in the highest grade automobile service stations.

Reservations now being accepted for under cover and open storage.

Completely Equipped Departments for—

SHIP CARPENTRY
CABINET MAKING
PLUMBING
PAINTING
UPHOLSTERY
CANVAS WORK
RIGGING
MOTOR REPAIRS
BATTERY STORAGE
ELECTRICAL WORK
BLACKSMITHING
WELDING
COPPERSMITHING
MACHINE SHOP
MILLWORK
INSTALLATIONS
SUPPLIES

LYON-TUTTLE CORPORATION

KING STREET, CITY ISLAND, NEW YORK CITY

Telephone: City Island 1645-1646

Advertising index will be found on 3rd last page

SEPTEMBER, 1930

Vol. XLVI, No. 3

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

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CALENDAR OF COMING EVENTS

September 6-7—Cincinnati, Ohio. E. C. McHugh, Times Star Bldg., Cincinnati, Ohio.

September 6-7—Cruising Club of America. Auxiliary cruising race. Schuyler Dillon, 131 State St., Boston, Mass.

September 7—Westerly Boat Club, Westerly, R. I.—E. V. Howe, 663 Thames St., Newport, R. I.

September 12-13—Cruising Club of America rendezvous. Block Island. Schuyler Dillon, 131 State St., Boston, Mass.

September 12-13—President's Cup Regatta, at Annapolis, Md. Wm. B. Rogers, Woodward Bldg., Washington, D. C.

September 13—Races begin for the America's Cup. American defender and Sir Thomas Lipton's Shamrock V.

September 14—Lake St. John, Natchez, Miss. Dr. E. E. Benoist, Natchez, Miss.

September 14—Third Annual Regatta, Bedford Boat Club, Bedford, Indiana. C. R. Newberger, Secretary, 1003 W. Fifteenth St., Bedford, Indiana

September 19-20—Outboard races for Lipton Trophy and all classes at Philadelphia, Pa. E. C. Headley, 1121 Eldridge Ave., West Collingswood, N. J.

October 6—Outboard Races at Boston, Mass. Frank Wigglesworth, 20 Brookline Ave., Boston, Mass.

Oct. 11-13—National Outboard Championship, Middletown, Conn. Phelps Ingersoll, Middletown Yacht Club, Middletown, Conn.

January 16-24—Annual Motor Boat Show, Grand Central Palace, New York. National Association of Engine & Boat Manufacturers, Ira Hand, Secretary, 420 Lexington Ave., New York City.

SOUTH JERSEY EVENTS

Martin N. Fritsch, Box 325, Mays Landing, N. J.

September 1—Lower Bank, N. J.
September 6—Mays Landing, N. J.

CALIFORNIA REGATTAS

A. L. Bobrick
111 Garey St., Los Angeles, Calif.
September 9—Admission Day—Lake Merrit Oakland, Calif.
November 29—Salton Sea, Calif.
December 6-7—Lake Elsinore, Calif.

RACING IN EUROPE

Union Internationale de Yachting Automobile
September 18-22—Italy, Venice. All classes.

Published monthly by the INTERNATIONAL MAGAZINE COMPANY, INC., at 57th Street, at Eighth Avenue, New York City.

RAY LONG, President
THOMAS J. WHITE, Vice-President
AUSTIN W. CLARK, Treasurer
ARTHUR S. MOORE, Secretary

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WORLD OUTBOARD RECORDS

AUGUST 17, 1930

ONE MILE

Class & Div.	Speed MPH.	Name of Boat	Driver	Motor	Boat	Place of Race	Date
A-I	*27.85	Blue Streak	Margaret Mullin	Lockwood	Elsinore	Balboa, Calif	Dec. 4, 1929
A-I	29.411	S-33	Adam Cappel	Caille	Century	Bay City, Mich.	Aug. 3, 1930
A-II	27.135	Oh Oh	N. Kalat	Lockwood	Padula	Worcester, Mass.	May 30, 1930
A-II	*28.4	Blue Streak	Chuck Hall	Lockwood	Elsinore	Balboa, Calif.	Dec. 4, 1929
B-I	39.217	Toy	E. Spencer	Johnson	Harrison & Wythe	Worcester, Mass.	May 29, 1930
B-I	*43.974	Baby Brontosaurus	Billy Lyon	Johnson	Crandall	Balboa, Calif.	Dec. 4, 1929
B-II	41.666		C. Holt	Johnson	Crandall	Stockton, Calif.	May 30, 1930
B-II	*43.94	Crandall Comet	Charles Holt	Johnson	Crandall	Balboa, Calif.	Dec. 4, 1929
B-III	40.54	Apache Kid	Carl Koeffler	Evinrude	Indian Lake	Bay City, Mich.	Aug. 4, 1930
C-I	42.959	Buckaroo	C. J. Nunnely	Johnson	Brobeil	Bay City, Mich.	Aug. 3, 1930
C-I	*43.711	Black Maria V	Mildred Milde	Evinrude	A. Thomson	Newport Beach, Cal.	Oct. 7, 1929
C-II	44.776	Blue Streak	H. Ferguson	Johnson	Elsinore	Stockton, Calif.	May 30, 1930
C-III	44.355	Birmala	G. Cost	Johnson	Indian	Madison, Ind.	July 4, 1930
D-II	43.689	Sleepy	F. Anderson	Johnson	Wilber	Stockton, Calif.	May 30, 1930
D-I	*47.15	Crandall Comet	Billy Lyon	Johnson	Crandall	Balboa, Calif.	Dec. 4, 1929
D-II	46.512	Blue Streak	H. Ferguson	Johnson	Elsinore	Stockton, Calif.	May 30, 1930
D-II	*49.48	Crandall Comet	H. G. Ferguson	Johnson	Crandall	Balboa, Calif.	Dec. 4, 1929
D-III	45.973	Baby Whale	Ross Maddocks	Johnson	Kelley	Worcester, Mass.	May 31, 1930
E-I	*33.75		R. Loynes	Johnson		Balboa, Calif.	Dec. 4, 1929
E-II	37.735		C. Livingston	Elto	Cowden	Stockton, Calif.	May 30, 1930
E-II	*39.353	Wildcat	F. E. Ludolph	Elto	Hooton	Peoria, Ill.	Oct. 15, 1929
F-III	49.723	Oh My VI	R. Pregenzer	Elto	Century	Fox Lake, Ill.	July 28, 1930

FIVE MILES

A-I	28.310	Lady Luck	B. Reinell	Lockwood	Adams & Reinell	American Lake, Cal.	June 29, 1930
A-II	25.824	Oh Oh	N. Kalat	Lockwood	Padula	Worcester, Mass.	May 29, 1930
A-III	22.890	Baby Minneford	E. Hauptner	Lockwood	Hauptner	Red Bank, N. J.	Aug. 17, 1930
B-I	37.267	Spencer Special	E. Spencer	Johnson	Spencer	Worcester, Mass.	May 30, 1930
B-II	38.626	Firefly	Charles Holt	Johnson	Crandall	Lake Elsinore, Cal.	May 18, 1930
B-II	*40.43	Ohkay	H. G. Ferguson	Johnson	Elsinore	Peoria, Ill.	Oct. 15, 1929
B-III	37.685	Michigan Kid	J. Wood	Johnson	Brobeil	Red Bank, N. J.	Aug. 17, 1930
C-I	41.095	Irish Luck	D. Sullivan	Johnson	Gustafsen	Lucerne, Calif.	July 5, 1930
C-II	41.958	Flying Cloud	H. L. Arnold	Johnson	Sulmock	Lucerne, Calif.	July 5, 1930
C-II	*42.35	Blue Streak	H. G. Ferguson	Evinrude	Elsinore	Salton Sea, Calif.	Dec. 15, 1929
C-III	42.056	Birmala	G. Cost	Johnson	Indian	Madison, Ind.	July 4, 1930
D-I	41.783	Deke	S. Nunnelley	Johnson	Brobeil	Skaneateles, N. Y.	May 16, 1930
D-II	*45.34	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Salton Sea, Calif.	Dec. 15, 1929
D-II	43.600	Big Ben II	H. Fechtman	Johnson	Hallock	Red Bank, N. J.	Aug. 17, 1930
D-III	42.425	Question No. 2	B. F. Risley, Jr.	Johnson	Century	Red Bank, N. J.	Aug. 17, 1930
E-I	*34.82	Thoroughb'd Baby	Col. S. Tooey	Johnson	Fay & Bowen	Boston, Mass.	Oct. 5, 1929
E-II	*40.36	Ludington	J. Dunnell	Johnson	Ludington	Worcester, Mass.	May 30, 1930
F-I	39.682	Falcon	W. M. Widegren	Johnson	Flowers	Red Bank, N. J.	Aug. 17, 1930
F-II	43.247	Deke	Stewart Nunneley	Johnson	Brobeil	Red Bank, N. J.	Aug. 17, 1930
F-III	43.505	Baby Mona III	C. Mason	Johnson	Kelley	Red Bank, N. J.	Aug. 17, 1930

SIX MILES
(See Note 1.)

B-I	*34.269	Crandall Comet	Charles Adams	Johnson	Crandall	Newport Beach, Cal.	Oct. 27, 1929
B-II	*40.54	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore, Cal.	May 28, 1929
C-I	*37.75	Blue Streak IV	Chuck Hall	Johnson	Elsinore	Lake Elsinore, Cal.	May 28, 1929
C-II	*40.63	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore, Cal.	May 28, 1929
D-II	*43.584	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Newport Beach, Cal.	Oct. 27, 1929
E-I	*40.227	Ceestepper	L. E. Preston	Johnson	Penn Yan	Red Bank, N. J.	Aug. 27, 1929

TEN MILES

B-II	36.182	Flying Cloud II	Harry Arnold	Johnson	Sulmock	Lake Merritt, Cal.	Jan. 1, 1930
B-II	*38.83	Crandall Comet	Charles Holt	Johnson	Crandall	Salton Sea, Calif.	Dec. 15, 1929
C-I	*40.089	Miss Genn III	R. Cuppells	Evinrude	A. Smith	White Rock, Texas.	Sept. 8, 1929
C-II	41.360	Windy	Roy Craig	Johnson	Connor	Sammamish Lake, Wash.	June 14, 1930
D-I	*47.36	I'm Alone	E. Widegren	Johnson	Kelley	Oyster Bay, N. Y.	Sept. 29, 1929
D-II	*44.12	Blue Streak IV	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore, Cal.	Sept. 22, 1929
D-II	40.54	Sleepy	F. Anderson	Johnson	Wilber	Sacramento, Calif.	Mar. 30, 1930
E-II	*40.36	Miss Mystery	L. F. Davids	Johnson	Fay & Bowen	Boston, Mass.	Oct. 5, 1929

FIFTEEN MILES
(See Note 1.)

B-I	*37.383	Crandall Comet	Charles Adams	Johnson	Crandall	Newport Beach, Cal.	Oct. 27, 1929
B-II	*40.40	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore, Cal.	July 28, 1929
C-I	*35.785	Vagabond	B. A. Wheeler	Evinrude	Elsinore	Newport Beach, Cal.	Oct. 27, 1929
C-II	*40.31	Blue Streak IV	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore, Cal.	July 28, 1929
D-II	*44.92	Blue Streak	H. G. Ferguson	Johnson	Elsinore	Salton Sea, Calif.	Dec. 15, 1929

*Record made under old rules with no restrictions on boat weights. These records to stand until December 31, 1930 unless broken by boats racing under 1930 rules.

Note 1.—Six and 15-mile records no longer permitted. Theserecords to stand until December 31, 1930.

Records are allowed as follows: In Division I, 1 mile and 5 miles, Classes A, B, C, D, E and F; in Division II and III, 1 mile, 5 miles and 10 miles, Classes A, B, C, D, E and F. All records must be made at a regatta sanctioned by the American Power Boat Association or Mississippi Valley Power Boat Association approved by a National Outboard Referee and at least one member of the National Outboard Racing Commission. Records must be made on a one mile or a 2½-mile course. Only stock motors may be used and no one connected with the outboard industry will be awarded a record.

National Outboard Championships will be decided in 1930 at Middletown, Connecticut, on October 11, 12 and 13. Events will be held in Division II and Division III, Classes A, B, C, D, E and F.

The members of the National Outboard Racing Commission are as follows: C. F. Chapman, 959 Eighth Avenue, New York, N. Y.; A. L. Bobrick, 111 So. Garey St., Los Angeles, Calif.; George O. Hoehn, 201 North Wells St., Chicago, Ill.; A. T. Griffith, Hippodrome Bldg., Peoria, Ill; Ray Lechenger, Post Dispatch Bldg., Houston, Texas.

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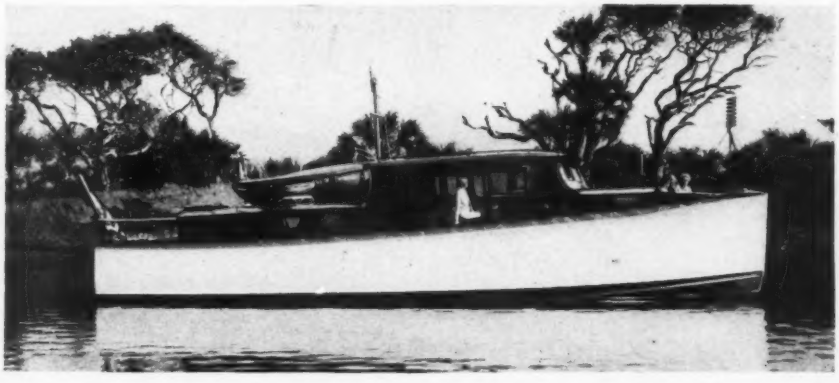

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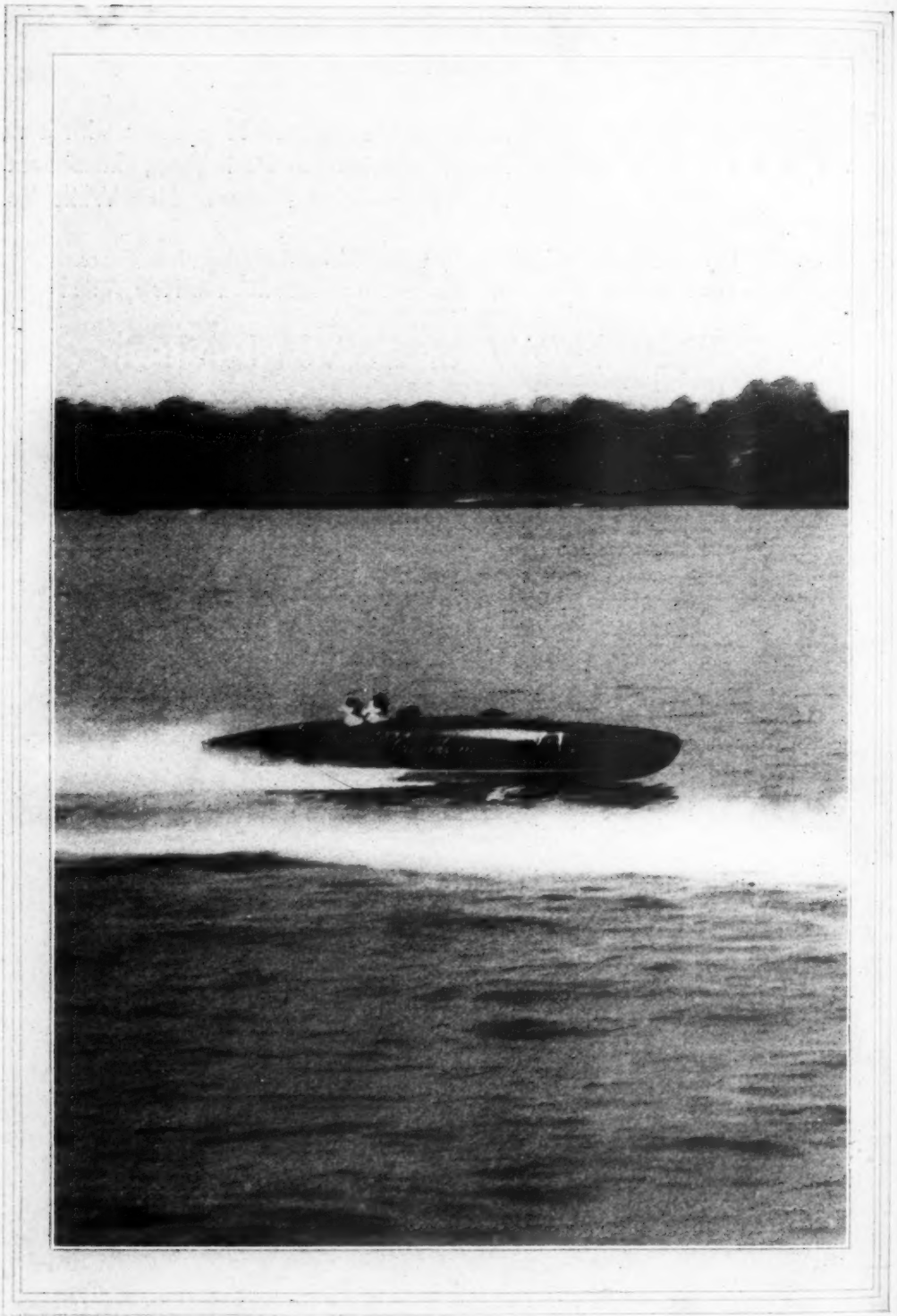


M. Rosenfeld

Phantom racing at Red Bank. This is the first boat of the new 5 1/2 liter International Class and was designed and built by her owner, H. Lutcher Brown of Houston, Texas. She is one of the prettiest and best performing race boats ever built. Her power is an 8 cylinder Gray motor which gives Phantom a speed of about 50 miles per hour

SEPTEMBER MOTOR BOATING 1930

THE WANDERER—OF LIVERPOOL

By JOHN MASEFIELD
POET LAUREATE OF ENGLAND

Illustrations by Gordon Grant

There are many ships,
Both new and old, in sea-girt Ithaca,
I'll choose you out the best.

Odessey II. 292.

THE ship-building firm of Messrs. W. H. Potter & Co. was established by the late Mr. W. H. Potter on the island of Queen's Dock, Liverpoor, in the year 1860. It usually found employment for four hundred and fifty or five hundred workers, most of whom remained with the firm for many years, or throughout their working lives.

As head of this community, when trade was slack and orders were scarce, Mr. W. H. Potter used to lay down one or more ships to provide employment for the workers. These ships were usually sold while they were still upon the stocks.

In 1886, he built and launched the full-rigged ship, the Wayfarer, (Yard Number 127; 2,040 tons net register; carrying about 3,150 tons). As no reasonable offer was made for her while she was building, he kept her, and traded with her. She first went to sea on the 17th October, 1886, under Captain George Currie, with the Potter house-flag of a blue and white burgee, blue in the hoist. In 1888 the firm built and launched the slightly larger four-masted barque, the Seafarer (Yard Number 131; 2,163 tons, net register; carrying about 3,400 tons). The firm kept this vessel also and traded with her.

Both the Wayfarer and the Seafarer were fine ships and always successful. They were usually painted with black top-sides above a tier of ports, above a black streak, above French gray at the water line. Both were ships of a bold sheer and loftily rigged.

The Seafarer was one of the lofty ships of her time, with skysail yards on her fore and main masts. The rig of the four-masted barque had not at the time of her building become formal, so that she preserved something of the look of the full-rigged ship, all four masts being of unequal heights. Both of these two vessels had single topgallant yards. The Seafarer set a very large spanker, having the jaws of her gaff above

the jigger masthead instead of below the top. Of the two, the Seafarer had the greater beauty; she was also the handier and the more comfortable.

In 1890, Mr. Potter, on his return from a voyage round the world, proceeded with the design and building of the Wanderer (Yard Number 150; 2,903.29 tons gross, 2,800.59, net tonnage; finished weight 1,780 tons, carrying about 4,500 tons).

She was laid down at the yard in August, 1890, on a slip now covered by the Queen's Graving Dock. Her official dimensions were

Length.....	309 feet
Beam.....	46 feet
Depth.....	25.8 feet

For some years men had been building big sailing ships which could compete with steamers, as carriers of freight, in the longer voyages, to the West Coast of both Americas, and to Australia. These big sailing ships were sometimes three-masted full-rigged ships, so heavily rigged that they were difficult to handle; sometimes four-masted full-rigged ships, beautiful to the eye, but expensive to run and not easy to work; and sometimes they were four-masted barques. The tendency of the time was towards the barque rig, for many practical reasons, and by 1890 most sailing vessels of over 2,000 tons were rigged as four-masted barques. Sailing vessels of more than 2,500 tons were still rare, and being experimental vessels, the experiment was being tried to build them with a central bridge or living-house amidshsips, stretching right across the main deck just abaft the mainmast and reaching aft for some fifteen yards. Inside this structure, all hands were housed. Often the ship was steered from a chart house above the structure.

In 1890, this experimental fashion, still new to the world, having been used as yet in less than a dozen ships, was adopted in the Wanderer. There was much to be said for it. It gave much greater structural strength amidships. All hands were housed in a part of the ship where the motion was least felt; and the substantial structure filled that part of the maindeck most likely to be flooded. There was much to be said against it. Men had to clamber up to the top of the structure to reach the main fiferails, and to cross it when passing from one end of the ship to the other; the climb up and down was a great annoyance. Then the big seas, which often came aboard about the mainmast, could not wash aft and away, but often filled the deck just forward of the house and flooded both forecastles and the alleyway. In addition, the great length of the wheelchains tended to make ships steering from amidships somewhat difficult to steer.

Mr. Potter took intense interest in the design and the building of the Wanderer; he was daily about her on the slips, and often worked upon her with his own hands. He meant to make her the strongest, and the most beautiful ship afloat.

In this, in the opinion of many sailors, he succeeded.

She was very strongly built, with heavy web frames running from her 'tween decks to her side keelsons, as well as many stanchions. As she was to be a big carrier of cargo, she was of a full model, wall-sided, rather hard in the bilge and with a flat floor, though she grew somewhat sweeter aft. Above the waterline, she was lovely. She had a noble sheer, a beautiful bow and an exquisite elliptical stern. She was clencher-built, with steel frames, beams and shell-plating. The butts of her side-plating were fitted on the outside of her hull, instead of inside as was then usual. She had iron floors, and an iron deck-plating, with yellow pine

deck plank above it. She had heavy teak skirtings along her waterways and line of hatches. She had a fully-laid wooden 'tweendecks.

Her forward sheer was remarkable and her bows most lovely. She had a figure-head, carved by Messrs. J. and J. Hammond, of Liverpool, representing a woman gazing forward under an uplifted right hand which shaded her brow. The face and figure of the woman were moulded from Mrs. W. H. Potter, the wife of the builder, a lady with a face of singular sweetness. This figure-head is still remembered among sailors as one of the best of the time, though a sailor has described it to me as "fully robed Lady got up in white and gold without tail boards." Figure-heads were then becoming rare; fiddle-heads and scrollwork were supplanting them.

Her forecastle head or awning was not raised, but carried on the sheer of the topgallant bulwarks, which were exceptionally high forward. The forecastle head was open to the main deck. It housed underneath it, a Clarke Chapman windlass. On the top was the hand-capstan, which could work this windlass when steam was not given. She had no cat-heads on either side, but a strong central anchor-derrick, or crane, just abaft the fore-stay, for catting and fishing the anchors. A tower for a side-light was on each side at the break of the awning-deck. Abreast the fore-bitts on both sides there was a Harfield's deck-capstan.

Between the fore and main-masts was a steel deck house, which contained the galley, the donkey-engine, boiler and steam winch. A messenger chain from the barrel of this winch transmitted power to the windlass forward. The donkey-engine is said to have been "very good indeed, superior to that of many steamers." On the top of the donkey-house was a fresh water tank for the donkey boiler. This was an extension of the sides of the house upward for about two feet.

The galley occupied the forward third of this deck-house; the after two-thirds made the donkey-room.

The main hatch lay abaft this house: abaft it were the mainmast and bitts.

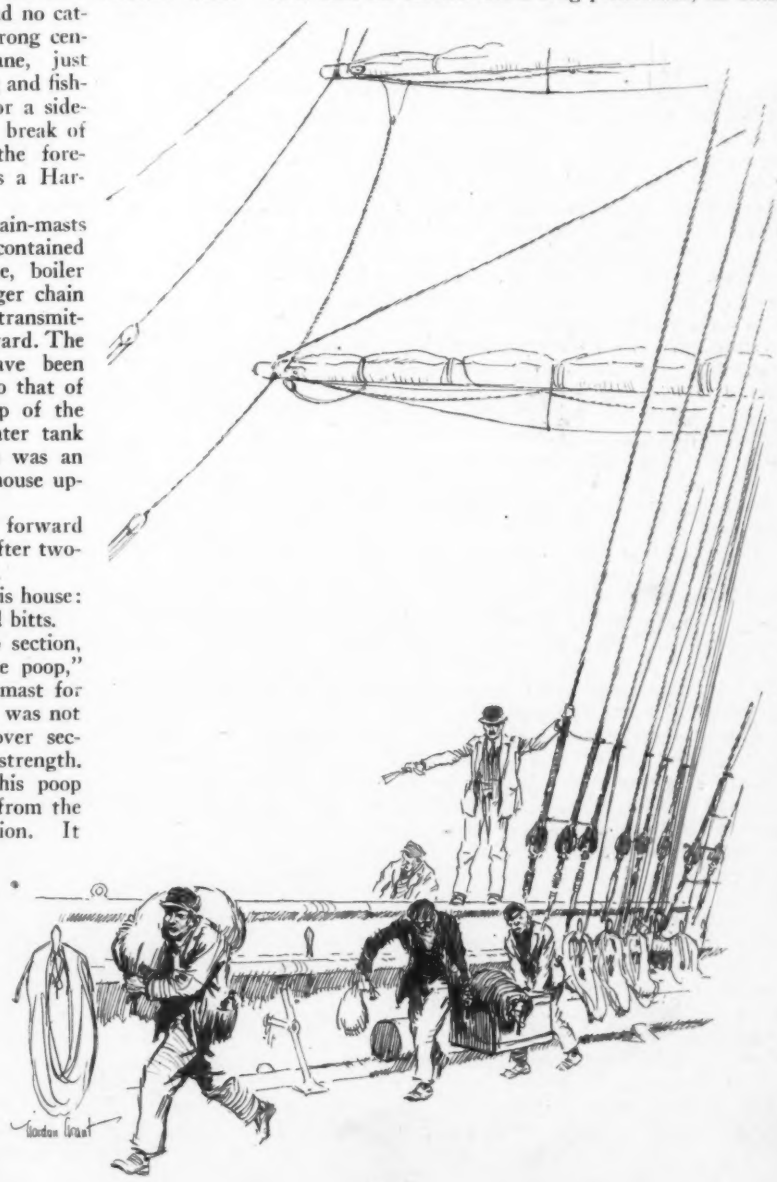
The big bridge, or midship section, which was always called "the poop," ran from just abaft the mainmast for a distance of fifteen yards. It was not a deck-house but a decked over section of the ship, adding to her strength. The inner arrangement of this poop will be grasped more readily from the plan than from the description. It housed all hands.

The forecastles were both abaft the forward bulkhead of the poop. They were lit by bullseye ports and by large square skylights above. There was a door from the starboard forecastle to the deck: the port forecastle door opened onto the alleyway. In bad weather, when the forward deck was full of water, the hands could reach the poop by a companion ladder which led into the chart-room. The starboard forecastle was divided almost into two by an iron bulkhead. In the early years of the ship the bulkheads of the forecastles and cabins were of plate, but in the year 1904 the iron was sheated with matchboard, which made a great improvement.

All floors were cemented throughout the midship section.

The chart-house was a superstructure upon the poop. The forepart of this chart-house was fitted as the wheel house, from which the ship was steered. Two large round decklights were fitted over the gratings so that the man at the wheel might see the weather skysail leach, when steering on a wind. Chains and steering-rods led from the barrel of this wheel to the bulwarks and thence aft to the quadrant on the rudder-head. Late in her career one of her captains "had a special brass spoke made to fit into a socket on the face of the wheel-rim," so that a third man might help when she was steering badly, as in heavy running.

Abaft the midship section her deck was so very clear that the officers had a long promenade, on either



side. Her standard compass was between the boat-skids abaft the mizzen-mast. It could be reached by a gangway from the poop. Immediately under the standard compass was a second Hadfield's deckcapstan. On the skids, a little further aft, were two lifeboats, one on each side, with a gig in addition to starboard. These boats could be fleeted forward when work was being done at the booby hatch. Abaft the jigger-mast, on deck, was a large hencoop, and the hatch of a sail-locker. Right aft, there was a small whaleback, under which there was a double-wheeled emergency hand-steering gear (hardly ever connected or used). The whaleback was open to the main deck except for a vertical plate about fifteen inches high running across its forepart as a coaming. On the whale-back were cleats for the spanker boom sheets, hawser-leads, and a stern light box. A life line ran through stanchions on its top to keep men from slipping overboard from it. Her main and after hatches were fitted with the usual hand crab-winches.

Her bulwarks and bulkheads were painted white with pea-green panels. Her coamings were pea-green. Her boats were painted deep green above and white below the water line. The half-round and bulwark outside the midship section were painted white. The whale back was painted white. Her bitts, fife and pin rails were all of teak: these as well as her decks of yellow pine, were treated with linseed oil.

Outwardly, she was at first painted with black top-sides above a white tier in which were seventeen black painted ports on each side. Below the painted ports came a broad black line rather broader than either line above it. Below this again was French gray, as far as the red-lead line. It is to be noted, that her hawse-holes came in the lower black line, not in the tier of painted ports.

The name, the Wanderer, was suggested by Mr. G. H. Potter, the son of her builder. Other members of the family had suggested the names Wayfarer and Seafarer: when it came to his turn he suggested Wanderer: as he writes, "the name Wanderer was the name of a ship in a book given to me as a child." No more beautiful name could have been chosen.

On Thursday, the 20th of August, 1891, the barque was launched from the ways, and received her name of Wanderer from Mrs. W. H. Potter, her builder's wife. The hour of the launch seems not to be recorded: it is to be presumed that it took place near high water, at 11:38 a.m. The legend that has been current, that she would not leave the ways for a fortnight, and was at last launched on a Friday, has no foundation. She went down into the river easily, and was then towed into the Queen's Graving Dock. On the 26th August she removed into the Queen's Half-Tide Dock, to rig. An American steamer named the Wanderer was at that time in the Harrington Dock.

In her rig, the Wanderer resembled the Seafarer: that is, she was a four-masted barque, each mast being of a different size and height. She had a steel spike jib-boom in one piece: her jigger-mast was of steel in one piece. Her fore, main and mizzen masts were of steel, with steel topmasts fitted in the usual way. Her topgallant, royal and skysail masts were single spars of the best Oregon pine. She had a skysail yard on fore-mast and mainmast, nothing above the royal on the mizzen. She was a very lofty ship. Some felt that she ought to have had a third skysail, as she would have been stiff enough to stand moonsails. Her top-sails were of course double on all three masts. Her topgallant sails were single sails; in some of her voyages they were fitted with reef-bands half-way down, like the upper topsails. They were immense sails, having greater depth than the upper topsails. Her upper sails all clued up to the yard-arms. Like the Seafarer, she set an immense spanker, having her gaff at the jigger-mast head. As the Wanderer had no poop, only a little whale back, the boom could set well down and give this sail great depth. The spanker usually set was short-headed (about eight feet) but in the Trades she set a full-headed sail, with five brails. A glance at her sail-plan will show the power given to her. In some of her voyages (as in 1899) she set royal staysails in addition; even without these she could set thirty-five or thirty-six big sails and hold her own with most things. Each yard was about eight feet shorter than the one below it.

There have, of course, been ships loftier, more heavily sparred and squarer in their spread; there can have been few more noble in appearance. Some of the late and lofty four-masted barques,

(*Continued on page* 50)

Hotspur moored among the yachts at Turcolimani, the yacht harber of Piraeus and Athens

IN THE GULF OF CORINTH

Hotspur, Cruising in Greece, Makes a Preliminary Cruise to Westward of Piraeus and Her Crew Visits the Historic Remains of Delphi. Flawless Days and Uninterrupted Nights Under American Colors

By ALFRED F. LOOMIS

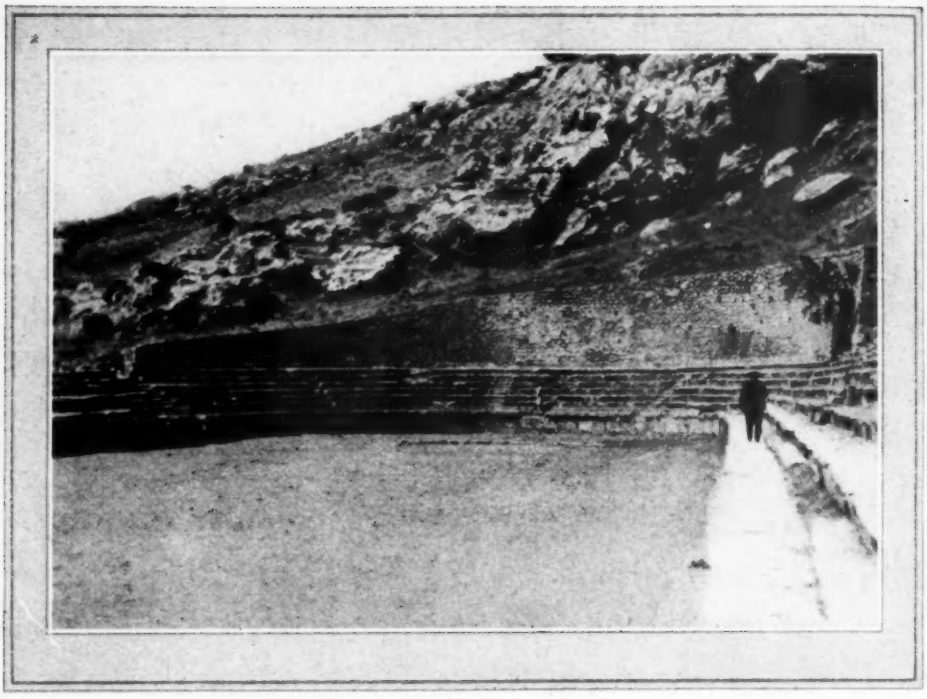
Author of The Cruise of the Hippocampus, Fair Winds in the Far Baltic, etc.

PART II

ALTHOUGH the Aegean Islands, lying southeast of the Grecian mainland, were Hotspur's principal objective, her first courses, as related in the preceding article, were to the westward. The reasons for our westerly departure from Piraeus were various, some esthetic and one utilitarian. As to that one, the port of Athens is virtually the only center in the Greek democracy where boat repairs can be effected. A shake-down cruise away from and back to Piraeus seemed therefore the part of wisdom, even though, as events subsequently proved, we evolved no reason for visiting repair yard or ship chandler.

Another reason for striking west was my ambition to pass through the Corinth Canal. Canals, no matter where situated, have a static appeal for those who are addicted to shortcuts, and this one not only eliminates a circuit of the Peleponnesus Peninsula, but has an historic interest as well. According to that infallible guide, the Coast Pilot, work was begun on a canal through the Corinthian Isthmus by the Roman Emperor Nero, "1855 years ago," and as the current edition bears the date of 1925, it requires a comparatively simple arithmetical calculation to arrive at the year 70 A.D. as the commencement of operations. The first diggings marked almost exactly the present axis of the canal, but either Nero's supply of Christian slaves ran out or his propensity for fiddling during conflagrations got the better of him. At any rate, he never finished the job, and it was not until 1893 that the waters of the gulfs of Athens and Corinth met. For thirty-seven years they have flowed back and forth carrying commerce between the Adriatic and the Aegean, but in all that time, I am told, the canal company has not made good the original cost of digging the ditch. This deficiency, let me add, is not due to lack of commerce or of an American financial policy. If the toll rates were to be raised to a hypothetical paying point, shipping would avoid the canal and round the Peleponnesus, as it had previously done for 3,000 years.

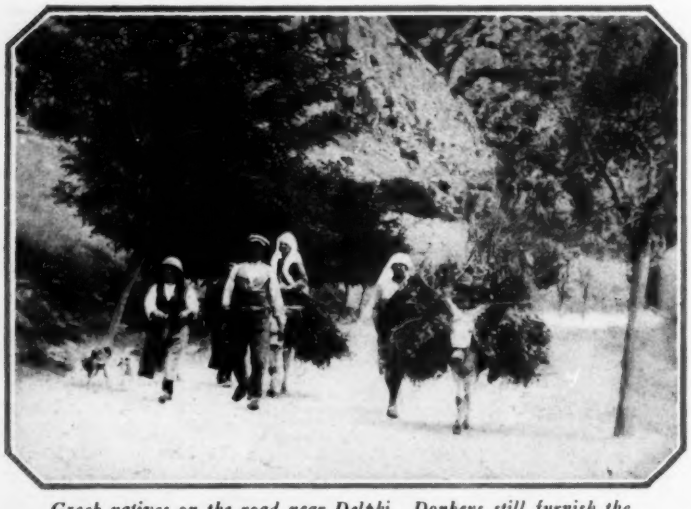
The canal is 3½ miles in length, and as Hotspur with motor well throttled entered its southeastern end we saw that almost all of it has been carved from porous rock which rises in places to a height of 250 feet. At each end are small chain ferries, and near the axis of the isthmian ridge is a combined road and railway bridge which offers the best means of communication between the continent and the peninsula. Near the first ferry two pretty girls stood on the bank and beckoned and I, assuming in my outlandish



The stadium at Delphi is still in excellent condition after the lapse of centuries

way that they wanted us to give them a lift across the canal, shook my head and looked away. I had been told that foreign yachts which give free rides and thus defraud the carrying companies of their rightful prey are liable to the righteous anger of officialdom, and I had no desire to become involved in legal difficulties. It was not until later that I realized that when a Greek girl extends a hand and opens and shuts it in what we consider a come-hither gesture she is merely giving you a friendly time-of-day and has no designs on your person or property.

Passing on, we noticed initials carved in the soft rock reminiscent of the wayside work of college fraternity enthusiasts, but reflected that we were in a land of paradoxes where college men are few but where even the lowliest literate writes Greek. After an hour of slow motoring we arrived, just before dark, at the northwestern mouth of the canal and saw before us two jetties which curve out to form a shelter for small craft. The wind, which had blown hard from the north during the latter part of the afternoon, was still from that direction, so to obtain the best protection we ran up to the lee of the north jetty, let go in three or four fathoms and ran out a stern warp. This was an entirely adequate reason for the wind to whisk instantaneously from north to west, and while P. L. got dinner I stood about on deck noting somewhat miserably that we were now exposed to a full sweep of six or seven miles across the Bay of Corinth.



Greek natives on the road near Delphi. Donkeys still furnish the principal means of transportation

I made no move, however, feeling that since our French-speaking friend from the kaiki who had been so helpful at the other end had not yet been paid off he would consider us still under his aegis, and that if we were not satisfactorily moored he would do something about it. He did. Just after dark he rowed alongside and threatened a great wind from the west at or about midnight. He thereupon cast off our stern warp and when I had started the motor and weighed he guided us to a proper location across the harbor.

In a few minutes we were secure, our friend was remunerated, and our dinner table talk was projected back to a night of our cruise in Panama Bay when a native who had his own ends to serve would not let us lie in an ideal anchorage. He, Manuel, had told us with gestures of a great wind from the west. With much reluctance

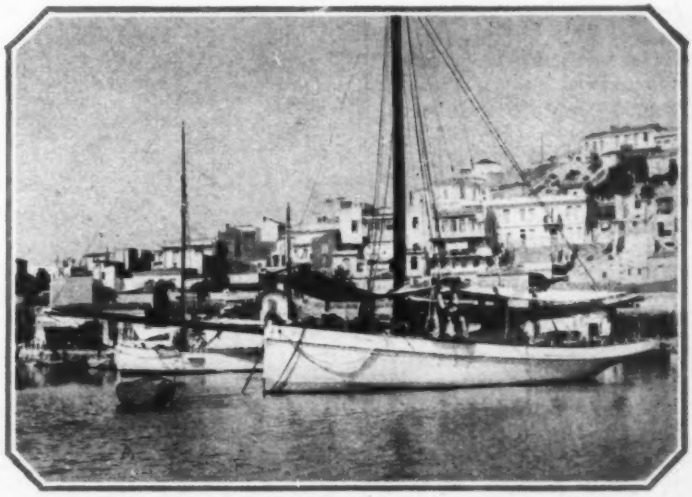
A view from the ancient ruins of Delphi, the foundations of an ancient temple in the foreground

we had shifted three or four miles to an utterly exposed shore of a little village from which presently came Manuel's dusky sweetheart and a group of friends eager for a starlight sail. That night passed tranquilly (and without the starlight sail) and again on this night the great wind from the west failed to keep the appointment. With the cabin screened from flies we put in nine hours of uninterrupted sleep and we were under way at eight-thirty the next morning.

Itea, our destination, lies 39 miles northwest by north from the canal, almost in the eye of the prevailingly blustering Corinthian wind. But this run which began in flat calm and so continued for five hours was merely another proof that a motor is indispensible to Grecian cruising. Across the blue of the gulf as we droned along the wind rippled in catspaws, but in none which touched us was there breath enough to revive our lifeless sails. Meanwhile the sun beat down and we were reminded that if we were looking for a hot country we needn't go farther to find it. Long before noon our light green deck was too hot for the naked foot, while in self defence we had acquired the habit of overturning the cushions before sitting down. Nevertheless we liked the heat and except for the lack of wind the run across the gulf was ideal.

A mile or so from Cape Passalos, our landfall on the north shore, we saw a southeasterly fanning its way out to meet us and when it came we shut off the power and sailed—leisurely, delightfully and (I may as well admit) with gratitude for its refreshing coolness. We could now watch with less envy the broad shoulders of Mount Parnassus, still streaked with the winter's snows, towering above us a little distance to the north. Across the gulf as we looked the other way we could see another peak with its snowy cap, a bit discolored by the thaws and dusts of summer, and in every direction the eye met mountains and hills hued in delicate loveliness. To the tiller of the soil and even to the shepherds of the flocks which graze on the hillsides Greece must seem a disappointing country. But to one whose only interest is esthetic the barren landscape owes no apologies.

Our northeasterly slant bent itself around Cape Passalos as we passed and came astern. Then after an hour it reached a deadline beyond which it would



The English cutter Beetle, an able craft, and the only available boat for charter in Greece

The stone mole at Itea in the Gulf of Corinth

Hotspur lying at the eastern end of the Corinth Canal

not pass. I did not inquire into the meteorological significance of this phenomenon but assumed that in Greece the wind gods divide the waterways to suit themselves and respect one another's rights. As our booms swung inboard we stripped and plunged overboard into the cool, translucent depths, surprised to find that Hotspur, even with no wind in her sails, crept slowly ahead. We swam after, caught up, and climbed aboard, refreshed.

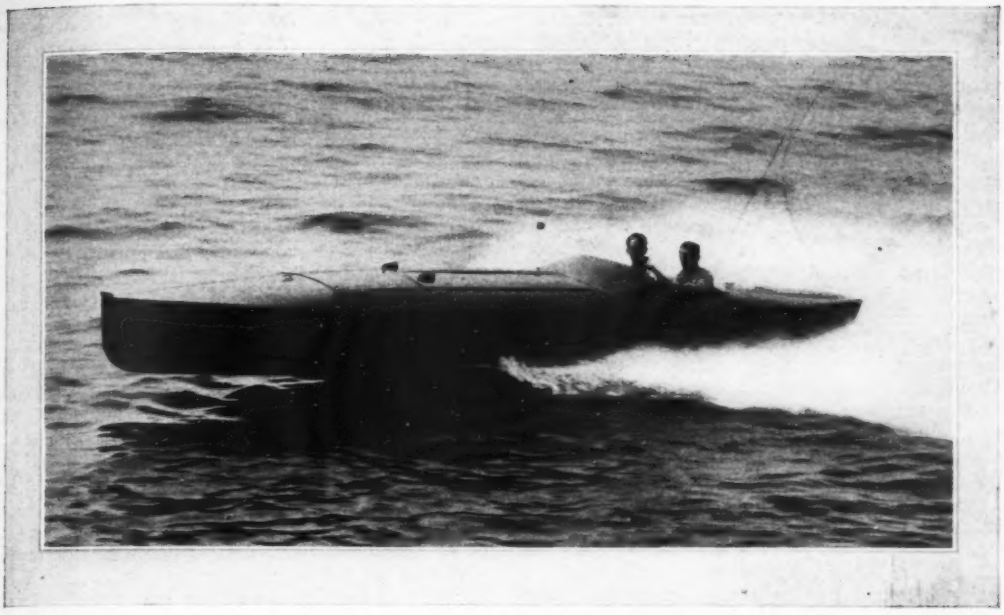
A steam yacht, passing at a distance, and seemingly bound down the gulf—a yacht so large and unyachty that she has a tennis court on deck—now altered course for Itea, and through our glasses we recognized her as American. So the motor was started, and a considerable part of the last two hours of our run was passed in giving the sails a harbor furl and making everything shipshape below. We might be visited and we didn't want to look as if we had gone native after only three days at sea.

Drawing near to Itea, we lost our view of Parnassus but gained a glimpse of the town of Kastri and the nearby ruins of Delphi, carved high up in a rocky hill. As we came to the town we found a long mole jutting out and native craft moored to both sides of it. We chose the landward side for better protection and were about to pick our own mooring when a voice in unmistakable American called out and gave us definite instructions. The voice emanated, we soon learned, from one who had once run a restaurant in Jersey City. He had come home to Greece for the wars, had been unable to return to the States, and was glad, he told us, to welcome and be of service to all visiting Americans. He brought us a letter, forwarded from Piraeus, and promised to arrange in the morning for a car to take us to Delphi.

The visit from the American yachtsmen did not materialize, and we passed the late hours of the afternoon sitting on deck in the shade of the awning and watching the life of the harbor. Following the universal practice of the Mediterranean, all the native craft were moored end on to the mole, some with anchors out astern, but most with their bows to open water and a gangplank over the quarter. Mooring, as the Greeks do it, is either a matter of anchoring at a suitable distance and rowing a warp ashore or else (if power is available) letting go under considerable headway and going astern with the propeller when the bow is within scraping distance of the mole. A moment later all is secure and the work of unloading fish or produce leisurely commences.

A great clatter in the roadstead announced the arrival of a coasting steamer, which with its clipper bow and shapely lines looked like a converted yacht. But since there are many of these steamers of nearly identical mold I imagine that all began life in the service of commerce. To this one presently came big lighters, one with a cargo of five horses which stepped calmly aboard and dis-

(Continued on page 52)



Hotsy Totsy owned by V. Kliesrath and R. F. Hoyt, winner of the Gold Cup and National Sweepstakes trophy M. Rosenfeld

HOTSY TOTSY WINS GOLD CUP AND NATIONAL SWEEPSTAKES AT RED BANK

Vast Audience at Red Bank, New Jersey Thrilled By High Speeds During Two-day Regatta in Which 31 Events Were Run

(*Summary of Results on page* 56 *and* 58)

THE banks of the Navesink River in the vicinity of Red Bank, New Jersey were crowded with thousands of spectators on the two days of the Gold Cup Regatta held there on August 16 and 17. The New Jersey Gold Cup Association in co-operation with the Red Bank Yacht Club staged this Regatta, which was by far the best which has been conducted in the east in a long time. The fates were kind, since unusually heavy rains were reported along the entire Atlantic seaboard on both days of the regatta, and by some queer freak of nature the area around Red Bank escaped all signs of rain although cloudy conditions prevailed and there was a constant threat of showers.

Most important of the thirty-one different races scheduled for the two-day regatta were the three heats of 30 miles each for the famous Gold Cup, premiere trophy in motor boat circles. Much speculation concerning the ability of the seven contenders had been indulged in prior to the race, and it was confidently predicted by many of those know-it-alls that Californian, owned and driven by Richard Loynes of Long Beach, Calif. would carry this famous trophy back to the west coast and that future races for it would be held on the Pacific. Others were equally confident that Imp, Richard F. Hoyt's fast defender would prove victorious again and hold the cup in the east. All seven of the boats entered were reputed to be the fastest ever, and all had a strong coterie of rooters who predicted victory for their own champion. Commodore Gerald Holbrook of the Red Bank Yacht Club together with J. Banfield had built a new boat called Red Banker which was the pride of all the Red Bankers. Un-

International

Commodore Gerald Holbrook presenting to Messrs Hoyt and Kliesrath the new National Sweepstakes trophy

fortunately for the hopes of all the staunch friends, only three boats out of the seven which started were able to finish the grueling 90 mile contest. Of the four boats which fell by the wayside, Californian had perhaps the hardest blow of fate. Shipped all the way across the continent she was on the scene of the regatta a full week prior to the races and had been thoroughly tested and tried out until all was considered perfect. But a day or two before the regatta she was making a trial run when the propeller struck some submerged object and broke all three blades off as neatly as if they had been cut in a lathe. This damage was repaired and during the first heat of the gold cup race she was running along at a pace which was plainly four or five miles per hour faster than her next competitor-Imp, and was making a run away race of this heat. Unfortunately in making a turn at one end of the course the boat skidded sideways, and bent the strut which secured the end of the propeller shaft. This damage could not be repaired in time to permit her to start in the second or third heat and she was consequently eliminated from the contest by an apparently simply failure.

Imp, following closely on her heels immediately took the lead after Californian stopped and continued through the remainder of the heat, making the tenth lap of the twelve at a rate of 61.6 miles per hour. Californian in her fifth and last lap had raised her speed almost seven miles per hour over her previous lap and had covered the 2½ miles at a rate of 63.64 miles per hour which stands as a record for a single lap of 2½ miles. The other contestants were maintaining average speeds of from 50 to 58 miles per hour and only Miss Philadelphia seemed to be unable to hold this fast pace. Her average speed was just a bit over 45 miles per hour with one lap at the rate of 47 miles per hour.

In this first heat also Red Banker came to grief. It seems that some engines which are used to power the gold cup boats are so built that it is difficult to pack the water pump readily and if a leak develops in this pump packing the water gets down into the crankcase and fills this, forcing the lubricating oil away from the shaft and bearings. This had happened previously so that the crew were not unfamiliar with the symptoms and had replaced the pump and packings on several occasions to guard against this particular trouble. However, it was not to be and the packing failed again, effectively stopping the engine when the lubricating oil was displaced. Imp, driven by Richard F. Hoyt, her owner, had somewhat similar difficulties, also in themselves of a minor nature. The oil pump failed for reasons which were not immediately discoverable and once again the engine stopped for a secondary cause. In fact, every boat which was forced out of the running had difficulties with one or another of the accessories of the engine which are so essential to its continuous operation. After the withdrawal of Red Banker and Californian the remaining five boats in the race continued to fight it out for the several positions. Imp had a fairly good lead over Hotsy Totsy which was pressing her closely, but managed to beat her to the finish line by an ample margin.

El Lagartito owned by George Reis of Lake George was the third boat to finish the first heat and her best lap was at the rate of 55.3 miles per hour. Her speed fell off somewhat during the last two laps although she maintained an average of over 54 miles throughout the

Shooting Star II, C. M. Scull's fast Johnson powered boat with which he won both heats in Class C Division I and II

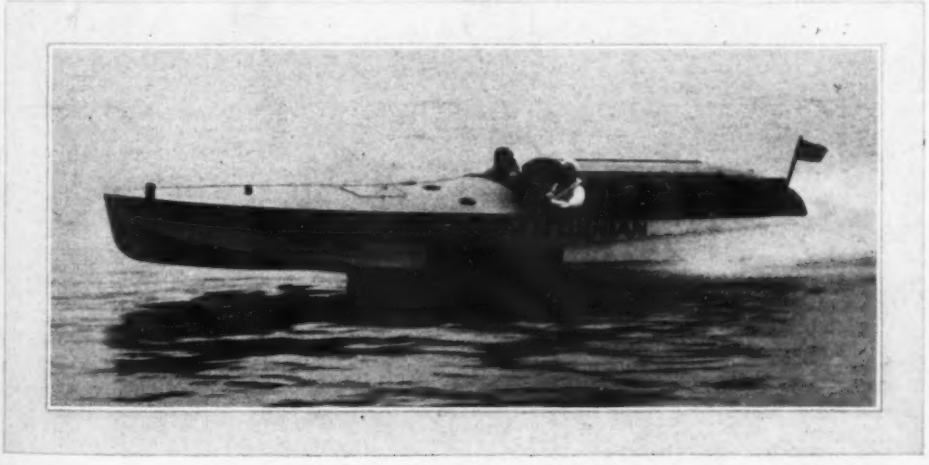
El Lagartito, the Gold Cup contender built for George Reis by Purdy, powered by Packard

Scotty Too, Sam Dunsford's hydroplane which won second place in the strenuous Gold Cup competition

heat. Scotty Too owned by S. Dunsford of Lake Winnepesaukee did the first two laps at 54 and 55 miles per hour. Her speed then dropped to 48 and for the remainder of the race did not exceed a scant 51 miles and at the end of the heat was slowing gradually. Her average for the thirty miles was 49.2 which gave her fourth place. Last but not least was Miss Philadelphia, owned by J. E. Shibe and driven by Wm. Freitag. This boat was not of the hydroplane type such as the others but a straight Vee bottom displacement craft which was not capable of the high speeds of the others. Her best lap was slightly better than 47, while the others dropped off to 43. Her average was only 45.6 so that she never was seriously considered as a possible winner.

The second heat was started after an interval of 1½ hours in which other events were conducted. Only five of the seven who started in the first heat appeared. El Lagartito ran into difficulties during the first lap and did not finish this. Imp and Hotsy Totsy were having an exciting contest for first place during the first three laps and in the fourth lap Imp was compelled to stop for several minutes. This immediately permitted Hotsy Totsy to take the lead. Imp got going again and did one more lap at high speed but during the sixth the oil pump trouble mentioned previously compelled her to withdraw. From this point on there was no longer any question as to the ultimate winner of this heat although Scotty Too was making a strong fight and coming up fast. Hotsy Totsy was running somewhat slower although she still had sufficient speed to prevent Scotty Too from winning the heat. Her time for the thirty miles was about 32 minutes or a speed of 56.05 miles per hour. Scotty Too required better than thirty-five minutes, with a speed of 51.2 miles per hour. Miss Philadelphia ran a very consistent race with speeds varying only by a second or two and hovered between 45 and 46 miles per hour. Her average speed was 45.07 while her best lap was 46.12.

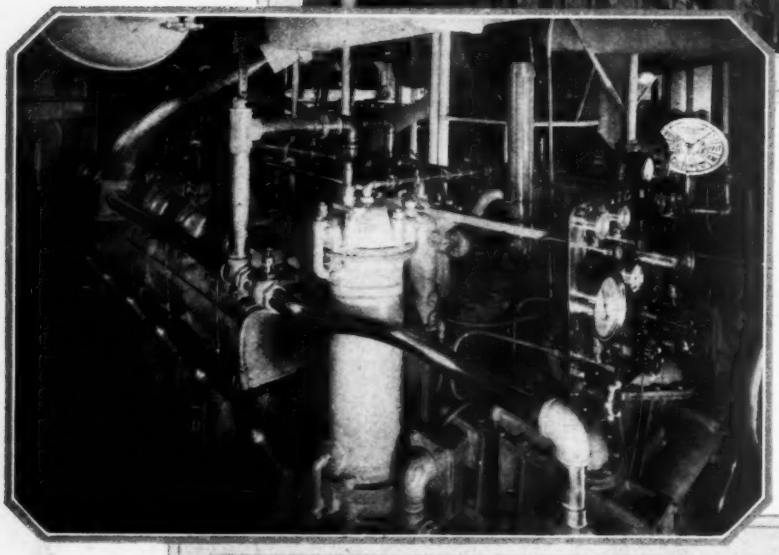
For the third and final heat, only three boats appeared. These were Hotsy Totsy, Scotty Too, and Miss Philadelphia. Conditions were reversed in this heat and Scotty Too took (*Continued on page* 84)



Californian, Richard Loynes Gold Cup entry which took second place in the National Sweepstakes event

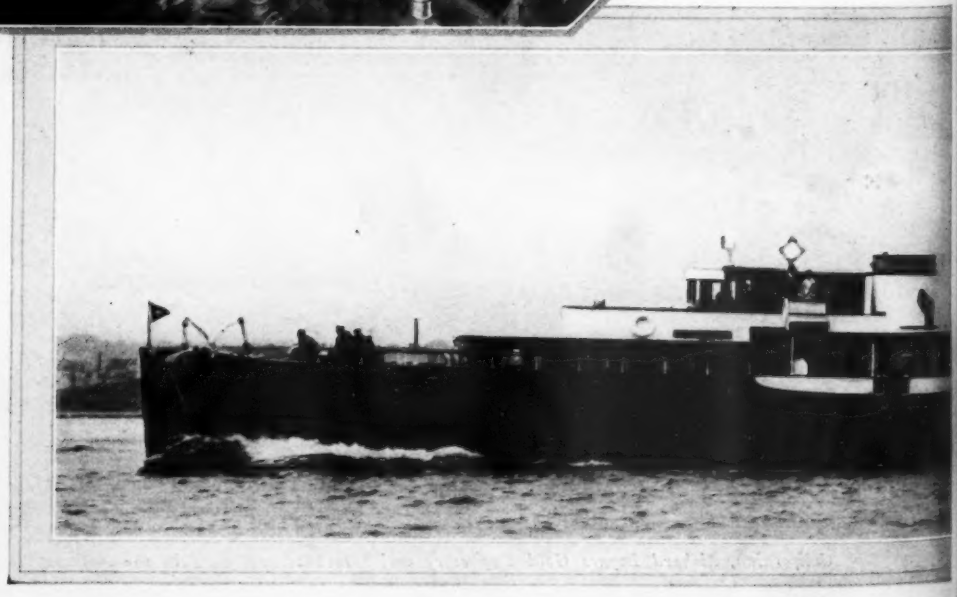
AVALANCHE—BUILT BY CONSOLIDATED

Careful attention to the arrangement of owner's quarters has resulted in exceptionally comfortable accommodations. There are five single cabins, one double and four baths



Photographs by M. Rosenfeld.

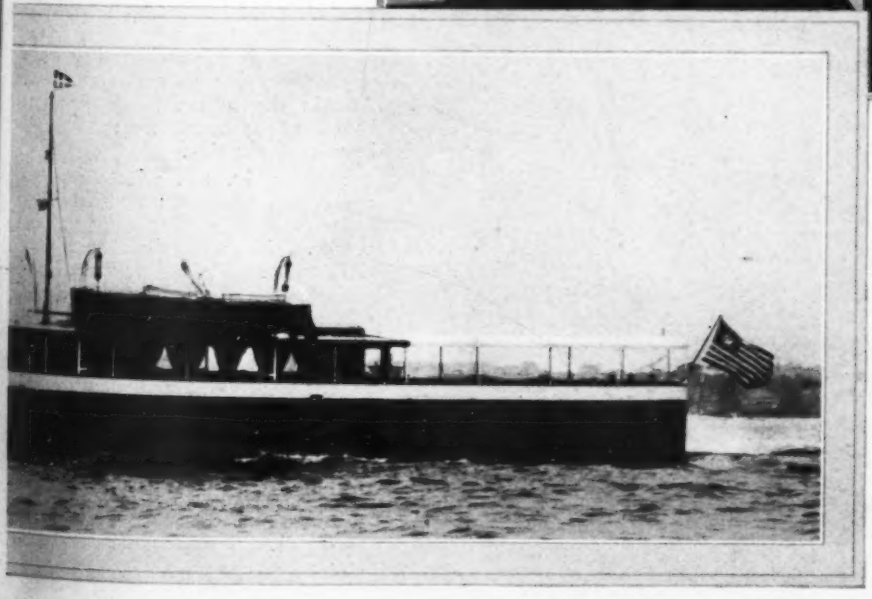
The engine room. Twin screw Winton Diesels develop a total of 1200 horsepower and drive Avalanche at a top speed of 17 knots. She is able to maintain a 15-knot cruising speed



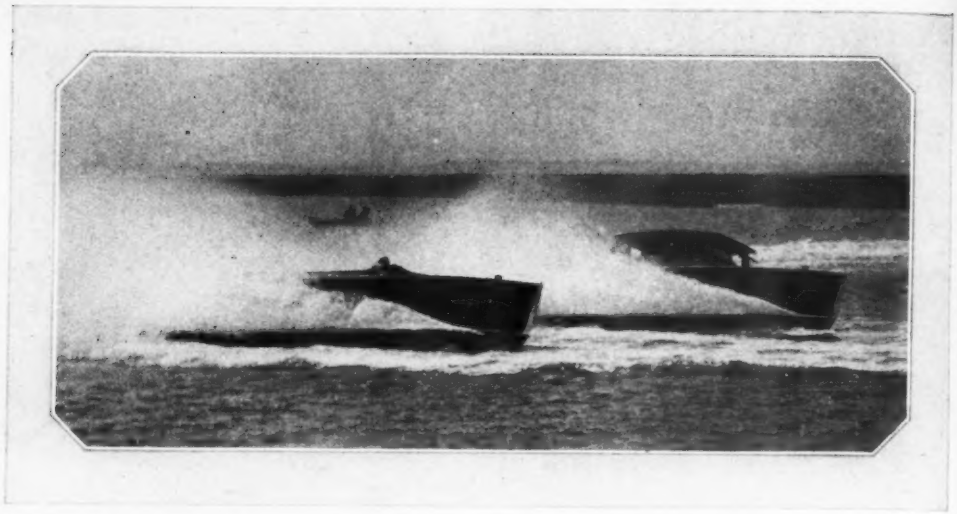
FROM TAMS DESIGNS FOR ANSON W. HARD

In the layout of deck space, provision was made for a deck salon, deck dining salon and deck smoking room. Each is tastefully decorated, well lighted and ventilated

Not an item of equipment has been overlooked in the furnishing of Avalanche's galley. Note the excellent arrangement of stoves, sink, refrigerator and cooking utensils



Avalanche is a 154-footer, 24 feet beam and 8 feet draft. She is built entirely of steel to an A-1 rating. Full Sperry equipment includes Metal Mike, gyro-compass, direction finder, etc.



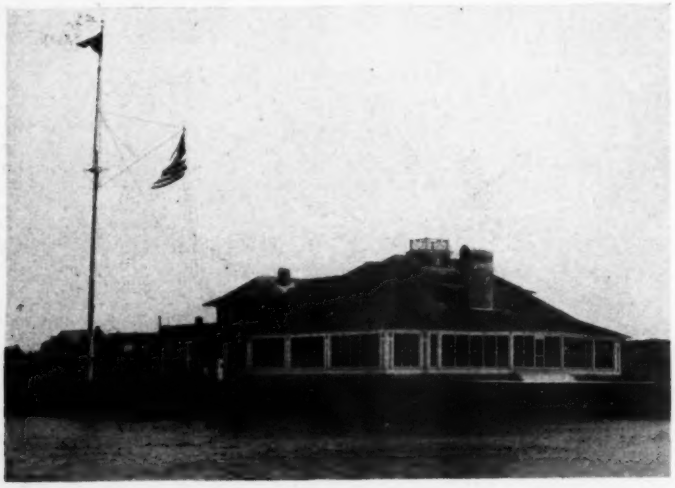
The fast runabouts turned the ends of the course in a shower of spray

SOUTH JERSEY COMES TO LIFE

Yacht Club of Stone Harbor Holds Successful Two-Day Regatta and Plans Annual Event. Motor Boating in This Section Taking on New Life

IF you have visited nearly every yachting port in this country and think you have seen every locality suitable for motor boating but have not seen Stone Harbor, N. J., you really haven't seen anything. The South Jersey Coast, once one of the most famous yachting and racing centers of this country, became more or less dormant in these branches of the sport some ten or twelve years ago. If one does not happen to know the old time yachtsmen or recognize the names of racing boats which were famous a decade ago, he seldom hears of South Jersey craft or activities in this neck of the woods. There was a time, too, when the most influential members and officers of the American Power Boat Association hailed from South Jersey.

But all of this is ancient history. Up to a year ago, it appeared that South Jersey was still among the missing. Then all of a sudden things began to happen down their way. The season of 1929 showed some activity. The present one has shown much more. And in the future, South Jersey is bound to be heard from in every branch of yachting.



The Stone Harbor Yacht Club which conducted the first sanctioned regatta in ten years

Yacht clubs, too, which were famous years ago gradually became less and less active until the sheriff took charge. Most of these have now come to life again and those who have cruised or visited these waters this summer have seen some of the most active yacht clubs in the country.

The government, too, is contributing its share in the building up of yachting in these waters. It has made cruising on the inland waters of South Jersey a pleasure by dredging and marking the channels, and by issuing new charts of these waters all the way from Barnegat to Cape May. At the present time they are at work dredging and widening several of the

inlets connecting the inland waterways with the ocean so as to make them safe and navigable for small craft. In the near future it will be possible to get in and out with safety at a number of points between Sandy Hook and Cape May.

While there are a number of the yacht clubs which have been especially active during the 1930 season, yet the Yacht Club of Stone Harbor is without doubt the leader in more ways than one. It is the first yacht club in South Jersey to hold a sanctioned regatta for something over ten years. Even in spite of this fact, their regatta held August second and third was about the most finished, smoothly conducted and best organized affair that it has been our pleasure to witness for a long time.

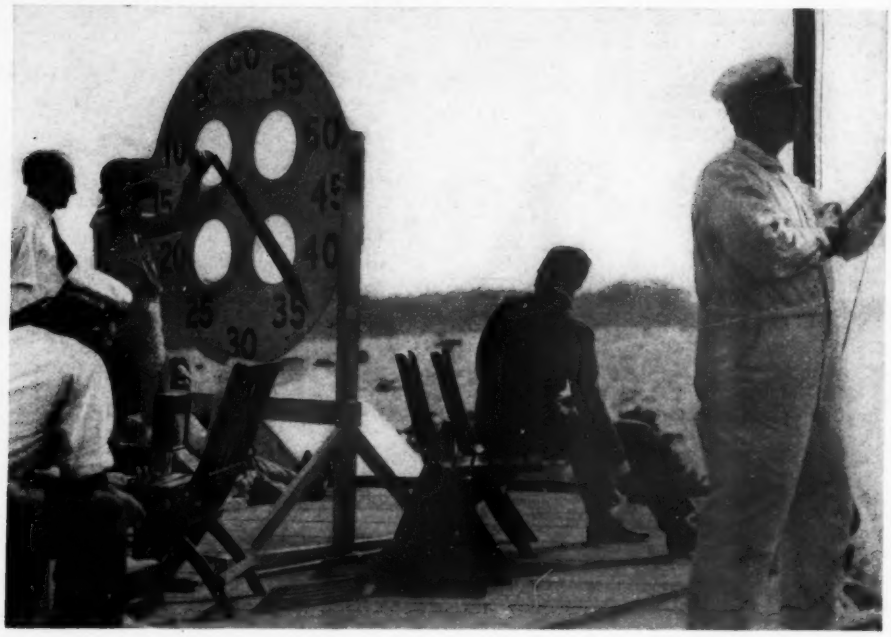
The spectators turned out gaily to witness the regatta

Under the guidance of the flag officers of the Yacht Club of Stone Harbor, consisting of Commodore W. W. Klosterman, Vice Commodore J. Z. Howell, and Rear Commodore John Gash, every bit of the regatta machinery was so well oiled that it went along like clock work and no wonder it should, with such old time experienced officials as Louis H. Bozarth as starter, Martin Frisch as referee, Dr. Charles Sharp, George Galbrath, Robert Weeks and Captain Littlefield acting as timers. William J. DeGrouchy, William Jarvis and Henry S. McCaffrey were the scorers and the speed and accuracy which these officials showed should make them candidates for National officials. Of course, there was one reason for all this efficiency and that was that Dr. W. H. Haines was Chairman of the Race Committee. Dr. Haines was assisted by Messrs. McCaffrey, Orr, Eiman, Potter, Morris, Langenheim and Bowden.

But, as we remarked, Stone Harbor is about the finest place to live in or cruise to, provided you are interested in yachting, that we have ever seen. It is located some ten or twelve miles north of Cape May, the southernmost tip of Jersey's shore line. It is completely surrounded by water, both inside and out. Nearly every home there, and there are hundreds, has its own private yacht basin where one's own boat may be safely and securely moored alongside his front or back door. That which is the garage in the summer, is the boat house in the winter season. The only trouble we found with the town and its people was that they don't boast enough. If more people interested in boating only knew that such a place existed and only about an hour out of Philadelphia and less than three from New York, their population would soon double or triple. Those who laid out the town must have been water-minded and realized the interest in yachting that would some time materialize for it is hard to picture a more ideal spot.

The Yacht Club of Stone Harbor, although only in its second year, has already made history and an enviable record. In its clubhouse, it has something to be proud of, and a place which every yachtsman who cruises in these waters should surely visit. But in hospitality the yacht club shines. It's no easy job to please everyone who attends a regatta, both racing drivers and spectators, but this is just what happened at their recent regatta. Everything which it was humanly possible to do for the visitors was done and the words of praise which were poured forth for the officers and members of the Yacht *(Continued on page 96)*

The start of one of the fast outboard events at the Stone Harbor regatta



Photograph by Thurston

Mrs. William H. Vanderbilt tends the clock at the Newport Regatta while her husband stands by to fire the starting gun

NEWPORT STAGES GREAT REGATTA

Fourth Annual Event Attracts the Social Leaders and Brings Out Fine Qualities of Sportsmanship Among Contestants

By George W. Sutton, Jr.

WHEN you hitch a gasoline motor to the Social Register the result is—sportsmanship!

Never, in my quarter century of watching motor boats and motor boat officials run around in circles, have I witnessed such examples of deliberate, premeditated and natural sportsmanship as I beheld at the Fourth Annual Regatta at Newport of the Narraganset Bay Regatta Association on July 25 and 26. In its spirit, the only affair with which I can compare it is the Intercollegiate Regatta on Skaneateles Lake last spring.

Exhibit A, for example, was the spectacle of Albert G. Shea, of Auburndale, Mass., protesting himself in the express cruiser race for the William H. Vanderbilt trophy because he had turned a barge on the wrong side but out of sight of the committee. Exhibit B was the necessary disqualification of Mr. Shea but the presentation to him by the committee of a handsome trophy for his sportsmanship. Can you imagine such things in a cruiser race?

There were other exhibits which would take up half of the alphabet and the only protest of the entire regatta concerned an unavoidable collision and was quickly withdrawn. Consider again the state of mind of the owners of half a dozen honest-to-goodness high powered stock runabouts who discovered that the engine in one of the boats entered in a dozen of the more important races had been specially rebuilt and equipped with an oxygen tank so that its power and speed were greatly in excess of the others—and still refusing to utter a word of protest and thus losing over $5,000 worth of prizes. Having seen countless protests entered in countless motor boat regattas—including forty-one at Newport last year—I felt that I must have died and come to life again in a motor boat heaven. Anyhow, the Newport Regatta was a swell affair, in several meanings of the word.

Only three or four of the regular motor boat crowd were there, the others being up in Camden, Maine where there presence was demanded by the unfortunate mixup in dates which caused the withholding of an A.P.B.A. sanction for the outboard parts of the Newport two-day program. With practically all of the motor boat regatta experts absent and practically no entries of professional and amateur racing champions from New York and Boston, the Newport committee was left to sink or swim by itself. And swim it did, gloriously and in a fashion which portends important development in this ideally situated motor boat event for the future.

Four years ago the Newport Regatta, as a national affair, was organized largely for the purpose of rehabilitating yachting on Narragansett Bay. So far as motor boat yachting is concerned it has accom-

plished this very thing and today there is on that wonderful body of water a substantial fleet of motorized racing and pleasure boats sufficient for the holding annually not of one regatta alone but of many.

The Newport Regatta for its sporty event two-day program has the greatest list of prizes of any similar affair in the world. This year a number of offered trophies had to be refused by the committee because of lack of entries in some of the classes previously filled by out-of-town boats. But all of the other races were generously filled and some of the competition was of the hair-raising type that had the crowds on the shores, in the big floating grandstand and on the Astor, Vanderbilt, James, and other yachts around the course, hopping up and down in the manner of true and excited motor boat fans.

This year the socially elect of Newport really got behind the regatta and participated in it for the first time. William H. Vanderbilt, president of the Narragansett Bay Regatta Association, took turns at the starting cannon with Senator Peter Goelet Gerry, Rear Admiral Harris Lanning, the new president of the Naval War College, Congressman Clark Burdick, Lieutenant Governor of Rhode Island Joseph E. Connelly and others. Mrs. Vanderbilt operated the starting clock and the races themselves were participated in by Senator and Mrs. Slater Washburn, Winthrop W. Aldrich, John H. Rutherford and a lot of others known to the readers of the social gazettes.

Photo by Thurston

William H. Vanderbilt, president of Narragansett Bay Regatta Association

Instead of the usual influx of outboard, 151, special factory runabout, and highpower hydroplane boats and owners from distant points, there was a general converging on Newport of a considerable fleet of real stock runabouts of various powers, used by their owners for pleasure, including racing. In all of the outboard classes, however, including the professional, there were plenty of good boats and some remarkably close finishes were staged.

After the three of four Regatta Circuit Riders present had drilled the local committee for a few minutes in its duties, the entire regatta ran with the smoothness of fine machinery, including the handling of news for the New York, Boston, Providence and other correspondents.

The races started with an event for express cruisers, in two heats over a special two mile course. Five boats came out for this and ran on a handicap basis worked out by the committee after sending each of the boats over a two-mile trial course. The winner, on points, was Scandalmonger, a Matthews 38 owned by Slater Washburn, of Narragansett Pier, which was first in the first heat and second in the second. She is equipped with a 150 horsepower Kermath engine. Second was Kitty owned by Gorton Lippit, of Wickford, R. I., whose engine was a 110 horsepower Universal. Barjohro, a Sterling 200 horsepowered cruiser owned by Edmund H. Keil, of Warwick Neck, R. I., placed third.

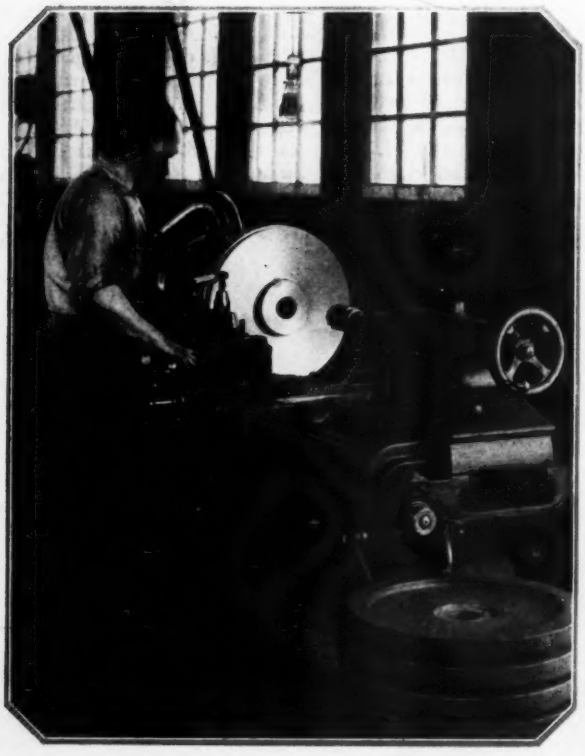
The outboards, Classes A, B, C, D, E, and F, for all divisions, ran over a two-mile course in Brenton's Cove in front of the Ida Lewis Yacht Club. The best time among the outboards was made in the race for Classes E and F, division IV by F. Ollendorff, Jr., of Norwalk, Conn., driving Saugatuck Also with a Johnson engine at 40.72 miles an hour. Racing conditions on both days were ideal but there was a slight chop which interferred with the making of new records. They wouldn't have been allowed, anyhow, on account of the lack of A. P. B. A. sanction. In some of the outboard races only a few feet separated the (*Continued on page* 102)

International Photograph

Miss Maude Hughes of New York, one of the contestants in the ladies' runabout race

Jay Smith, president, personally inspects and supervises much of the work

PRECISION IN ENGINE CONSTRUCTION



Machining flywheels from the rough castings

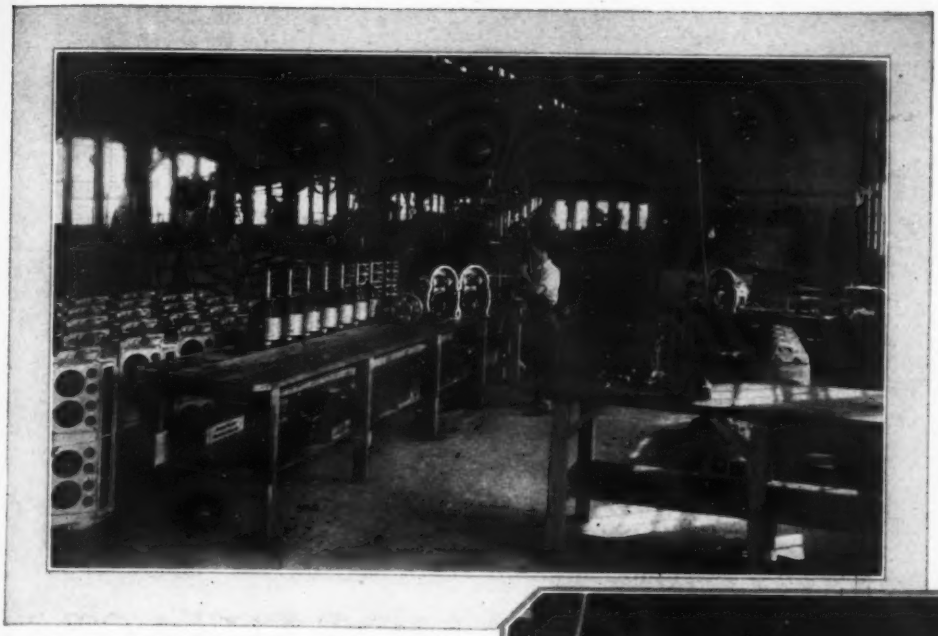
Maintenance of the Highest Standards in Every Operation Account for the Efficiency of Chris-Craft Motors

AFTER thirty centuries of pushing boats about with poles and paddles, modern thought has revolutionized the entire personal water transportation field. Motors did it —motors and man, or rather men and motors.

It's only fifty-two years ago that Chris Smith started building boats—duck boats, then row boats and sail boats to order. But Chris—father of motorboating—was not so easily satisfied as boat builders of the previous thirty centuries. Chris wanted to get somewhere in a boat—faster than man could paddle, more reliably than man could sail.

So in 1896—34 years ago, Chris Smith put the motor in motor boat. For fifteen years Chris and his partners—sons brought up in the business—built boats and put in and took out motors —worked night and day with cranky crankshafts and greasy, balky motor parts—until in 1911 Chris Smith with his sons designed and built Baby Reliance.

From the time when the son Jay was just hefty enough to carry a connecting rod, he was recognized as the motor man of the family—the man who could carry to further development the inspiration of his father. Under his guiding genius developed ten consecutive Gold Cup winners and two Harmsworth In-

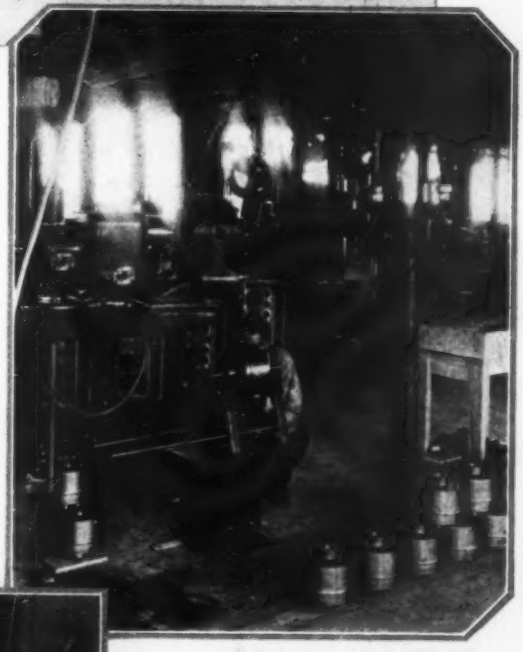


The Chris-Craft reverse gear is assembled here after the drum has been statically balanced

ternational Trophy winners from 1914 to 1923 when the Smiths ceased building racing craft to build standard, fast family motorboats.

From the time of the first one cylinder gas engine, Jay Smith converted all kinds of automobile and aviation motors, testing and installing hundreds, dreaming out the motor that would carry whole families thousands of miles in safety and comfort—then he built the Chris-Craft motor—a true marine motor for Chris-Craft motor boats. It was a V type, 90 degree, 8-cylinder motor with the power of 250 horses under perfect control. It was a sturdy, full-powered motor that would slide heavy motorboats through the water at high speed for thousand-mile journeys, time and again.

For two years after building the first Chris-Craft motors, many of them were given actual operating tests at the Algonac proving grounds. At the end of two



At left—a piston passing through one of the many close machining processes

Above — reverse gears being statically balanced as a complete unit after assembly

years, Jay Smith had accomplished his ideal of a marine motor—had brought to fruition the dreams of his father. In 1928 sixty motors were installed in Chris-Craft hulls and shipped to all parts of the world. Every proud owner became a salesman. In 1929, 325 Chris-Craft carried the new motor and in 1930 hundreds of them go to all parts of the globe. Amazon explorations, Polar fishing, taxi service in Scandinavian waters and hundreds of trying conditions proved their practicability.

The altered yawl with jib and jigger as well as the canvas shelter

FUN IN SMALL PACKAGES

A Little Fifteen Foot Catboat Altered Into a Smart Auxiliary Yawl with Cruising Facilities

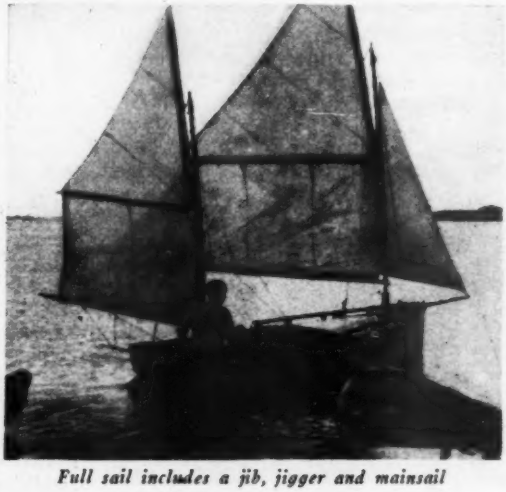
By STEPHEN COCHRAN SINGLETON

FOOLING with boats resembles malaria more than it resembles mumps because you are supposed to have the mumps but once, whereas malaria is a recurrent disease.

After each attack of the boat building fever we apply mercurochrome to the indicated spots, give the rest of the sail-thread to the nearest kite-flying boy, decide to keep the palm as it may come in handy, and announce that fools build boats and wise men buy them and that henceforth we will walk in less strenuous ways. And then we fall from Grace again. The head of the house observes sundry triangles and abstruse figures on the margins of magazines and files a protest as a matter of record. She points out that the ratio of boat sailing to that of boat building is about that of 1 to 10 and that it always cost four times as much to build a boat as we figure it will. It is suggested that anyone sufficiently compos mentis to correctly estimate the cost of putting on a new deck would be far too intelligent to do anything of the sort.

We know the percentage of arguments in which we can come out victorious, so we merely say that one of the fellows was talking over a design with us, and beat a retreat to some place where the incense of marlin and cedar shavings is offered up to the Red Gods.

Anyway, we only remodelled the boat and, moreover, it was only fifteen feet long. Like that famous infant for whom extenuation was sought, "It was yust a liddle one."



Full sail includes a jib, jigger and mainsail

It was this way: Doc pranced around in great pride to tell of a 15-foot cat-boat that he had bought and to sugest an endless program of cruises. We pointed out that she was no cruiser; that a jibe would be equivalent to a shipwreck; that she had no free-board and altogether was merely a racing craft, whereas we had no respect for anything that would not harmonize with

(*Continued on page* 108)

M. Rosenfeld

An absence of breeze compelled the fleet to resort to motors in order to cross the starting line in the auxiliary race to Block Island

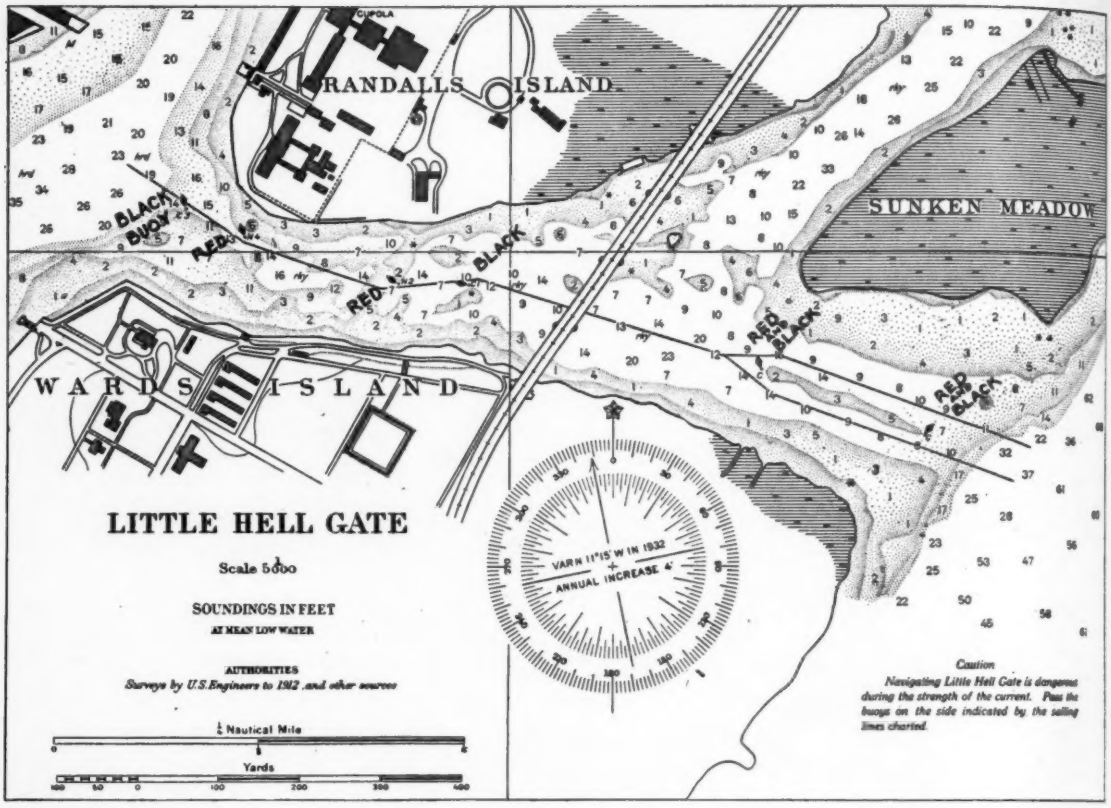
AUXILIARIES IN LONG RACE

Forty-two Crack Sailors Take Part in the Bayside Yacht Club's 225-Mile Race to Block Island and Return

THE increasing popularity of long distance racing, particularly among those yachtsmen who favor the auxiliary sailing vessel for their sport is very evident with the constant increase in the number of competitors in races of this kind. The race of the Bayside Yacht Club from Little Neck Bay to Block Island and return, a distance of 225 miles, this year attracted a fleet of 42 fine sailing vessels all equipped with auxiliary engines. This race is one of the most sporting competitions of its kind and is today recognized as the leading contest for auxiliaries. The conditions as worked out by the race committee of the Bayside Yacht Club have been adopted by other clubs throughout the country and provide a most satisfactory system of handicapping and fuel allowances. Each boat taking part is allotted a definite supply of fuel which is based on the physical dimensions of the boat and is computed to the nearest quart. Contestants are privileged to use their allotted supply of gasoline any time during the race as suits their own convenience and judgment best. In general terms the formula provides only enough fuel to complete a little more than one-third of the prescribed distance, so that the use of sails is naturally depended upon for the main driving power of the craft. The auxiliary gasoline engines are reserved for periods of calm and adverse tides where it may be considered desirable to get by a certain point before the tide changes or to get the boat into a location where the breeze may be stronger.

The major trophy in this race is the William H. Johns trophy, which before the race was held by Commodore John W. Ripley's schooner Kumalong. Other valuable prizes were also offered in different classes so that there there was sufficient incentive for all competitors to do their best. The afternoon of August 2nd just before 2 o'clock saw a vast fleet of 42 boats drifting about before the start hopefully awaiting a breeze to help them over the line. Unfortunately, this did not materialize and in order to get out into the broader surfaces of Long Island Sound where the chances of a breeze were better, the contestants all were compelled to use their engines in order to get over the line and for some little time thereafter. Throughout the entire race the weather could hardly be considered favorable for fast time under sail alone. The water was very calm with an absence of wind which made it necessary to use the engines in order to keep headway on. Late on Saturday afternoon a slight breeze helped the boats along and permitted them to make better progress and thus conserve their precious supply of gasoline. After having rounded the turning mark at Block Island a little stronger southwesterly breeze helped them throughout the night. Weather conditions were ideal since there was an entire absence of fog which is usually encountered in the vicinity of Block Island.

Time allowances for the boats are based on a formula which includes length, beam and other factors and ranged from 3 to (*Continued on page* 112)



LITTLE HELL GATE SHORT-CUT

Buoys Placed in Dangerous Waterway Connecting the Harlem and East Rivers in New York of Particular Benefit to Small Boat Owners

THE Coast & Geodetic Survey, recognizing the fact that small boats are distinctly more numerous than they were some years ago, are doing much in the way of improving and charting waterways which are not suitable to the use of larger commercial vessels. A typical instance of this work is the recent completion of the buoy system through the Little Hell Gate passage which connects the Harlem and East Rivers in New York.

By reason of the strong tidal current which flows through little Hell Gate it is always advisable to consult the tidal data on any days in which it is proposed to venture through. A current strength of from five to six knots will be found at times, and insufficiently powered boats may encounter difficulties in breasting the strong current, particularly at a few places where the water surface takes a sheer drop of several inches. It is always advisable to try and plan a trip so as to negotiate this passage with the current rather than against it. It will be found that when the current is running flood a boat passing from the East River into the Harlem River will be opposing the current. Naturally, a good time to go through the passage would be at periods of slack water at either the high or low water intervals. It will be found that these slack periods will occur roughly about 1½ hours before the time of high or low water at Willets Point, which is one of the reference stations completely listed in the Tide Tables as published by the U. S. Coast & Geodetic Survey.

In a new edition of chart No. 226 has been included a detailed insert showing the passage through Little Hell Gate together with the correct location of the half dozen buoys which have been placed for the guidance of motor boat men. In entering Little Hell Gate from the East River a red and black can buoy will be found almost in the center of the entrance between Wards Island and Sunken Meadow. There are rocks close to shore on both sides and the red and black buoy designates an obstruction in the form of a shoal which need be given only a reasonable berth on either side of the buoys. A short eighth mile further is another red and black buoy which designates the end of the shoal and from here a course can be set for black can buoy No. 1 which marks a shoal and rock close by. This should be passed with the boat's port-side and the course changed for a red nun buoy a little further along which should be passed with the boat's starboard side. Here again a new course is set for a red nun No. 4 which is again passed with the boats starboard side and then black can No. 3 will be found close at hand which will again be passed on the boat's port side.

JUSTSO, 21 FEET OF ABLE RUNABOUT

A High Sided Craft For the Man Who Feels that Dryness Is a Desirable Feature In a Runabout

Designed especially for MoToR BoatinG

By WILLIAM ATKIN

PART II

TIME goes along so smoothly and rapidly that it hardly seems possible that a month has slipped away since the first part of this story appeared in MoToR BoatinG. You will remember that Justso is a high sided runabout having more than the usual freeboard for her type and 21 feet in over all length. Her breadth is 6 feet 2 inches, and draft under her propeller 1 foot 10 inches. Look back to the first part and see for yourself just what sort of craft this Justso is. You will see also that we left off at the point of setting up the frame.

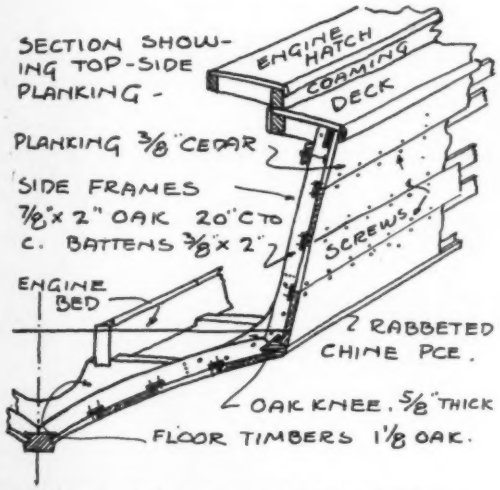

SECTION SHOWING TOP-SIDE PLANKING -
ENGINE HATCH COAMING
DECK
PLANKING 3/8" CEDAR
SIDE FRAMES 7/8" x 2" OAK 20" C TO C. BATTENS 3/8" x 2"
SCREWS
ENGINE BED
RABBETED CHINE PCE.
OAK KNEE. 5/8" THICK
FLOOR TIMBERS 1 1/8 OAK.

Figure 1. Section showing detail of planking on side and deck

Being a fair sized thing and not very light it will be best to build this one right side up. It is however not a difficult thing to turn a boat of this kind over providing you have strong rafters overhead and plenty of headroom. Just sling the hull in two long rope straps high enough from the floor to keep all parts of the hull from touching and roll the boat in the strops. It is surprising how easily the craft will turn over. Very large craft are handled in this manner. Of course suitable padding has to be provided to prevent the ropes from chafing the planking and deck.

The frames will be set up at the distances given on the drawing showing the lines which is 20½ inches center to center. The stem overhangs the first frame 6 inches, but the stern board stands perfectly plumb.

The keel will be sprung into shape and for this studs will need to be cut to the lengths given from the base line to the bottom of the keel at every station; there will be 13 of these including the stud for the stern board. Snap a chalk line along the floor and set the studs to this. The bevels can be gotten from the laying down plan. In fact bevels for any part of the construction can be taken from this plan.

The planking on the sides will be made from ⅜ inch thick white cedar laid in a single thickness but having battens behind the seams. There will be four strakes of planking on each side which of course means three battens. The planking throughout will be fastened with brass screws.

The chine logs will be made from 2 by 2 inch yellow pine and must be in single lengths; white oak can be used for the chines if desired. There must be a rabbet the full length of the chine log for both the side and bottom planking. That on the sides is ⅜ inches thick and that on the bottom ⅝ inches thick. The chines will be fastened to the frames with ¼ inch diameter brass bolts having the heads let into the chine log and the nuts on the chine knee. At the ends the chine logs will bend better if they are tapered slightly.

The bottom planking will be made from ⅝ inch

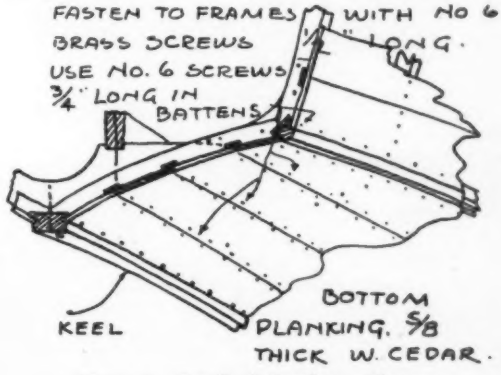


Figure 2. Detail of planking on bottom

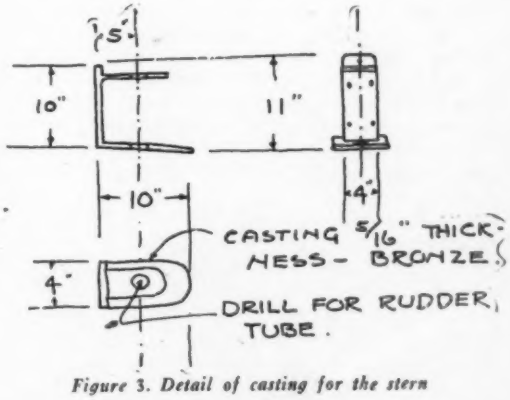


Figure 3. Detail of casting for the stern

white cedar and the seams will land on battens, same as on the top sides. Use screws for the fastenings. There will be four strakes each side of the bottom and these should run with the line of the keel, and not with the sweep of the chine. The fastenings in the bottom should be countersunk and the heads covered with plugs. But on the sides the screw heads are to be let in flush with the surface.

The seam battens for both the bottom and the side planks will be made from ⅜ by 2 inch white oak. These must be neatly fitted into the notches in the frames and fastened at each frame with two brass screws about 1¼ inches long. While it is not necessary it would be best to have the battens in single lengths. Figure 1 gives details of the planking on the topsides while Figure 2 shows how the bottom will appear; Figure 6 shows how to fit the seams so that the face is perfectly tight, using a few threads of cotton wicking against the chine to assure watertightness.

The engine beds will be made from 1¾ by 5 inch white oak and will be fastened to the 1⅛ inch floor timbers using 5/16 inch bronze bolts for fastenings.

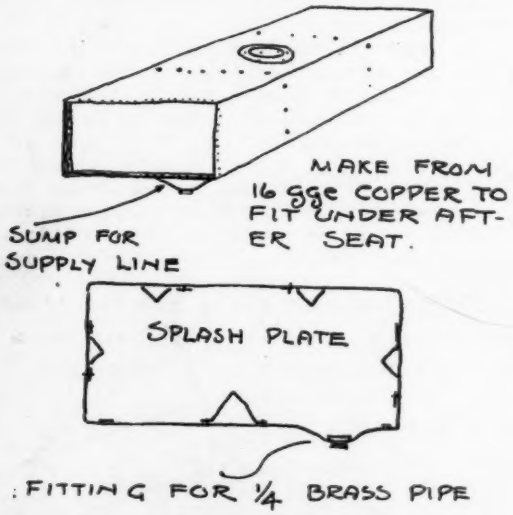


Figure 5. Construction of the gasoline tank

Since there is a water tight bulkhead either end of the engine space there is no use in having the beds extend for any more than the length of the engine base. In fact, excepting in exceptionally light racing boats, the beds should never run very far in a fore and aft direction. So long as the members are well fastened and that the floor timbering extends pretty well out in the bilge short beds will be more than satisfactory.

The bulkheads will be made from 5/16 inch thick plywood. Now this must be of a good quality and before it is put in the boat should have at least two coats of paint, and on both sides of the plywood. Screw the plywood to the frames as shown. It will be noticed that frames Nos. 3, 5, 8, and 11 are fitted with bulkheads. The flooring will also be laid with plywood.

The shelf will be made from ⅞ by 2 inch spruce; yellow pine can be used in place of this if desired. The shelf will be fastened to the frames with screws; two to each frame. At the bow there will be a knee to secure the ends of the shelf; this will be made from 1 inch oak, or hackmatack. At the stern there will be a knee of similar size in both quarters.

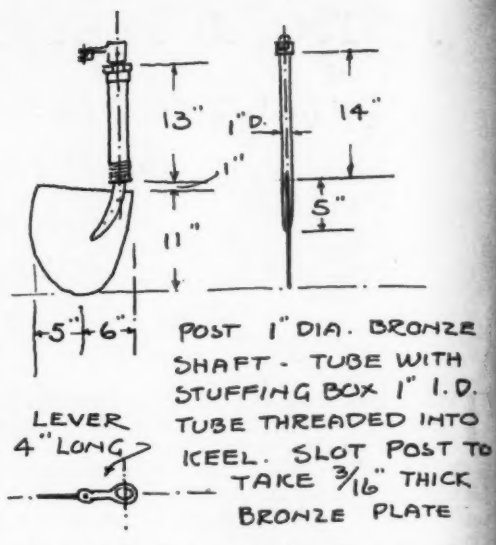


Figure 4. Detail of rudder post, blade, and tube

The deck beams will be made from ¾ by 2 inch spruce spaced as shown on the deck framing plan. This will be approximately 10 inches or half way between the cut frames. The deck beams will be sawn to the crown given on the laying down plan. Fastening will be screws, the heads being let into the top of the beams about ¾ inch. Framing around the engine hatch will be similar to that on the deck.

The deck will be laid with 5/16 inch thick plywood and covered with light canvas duck. This should be laid over Jeffery's waterproof glue, a preparation made especially for the purpose. Where the canvas turns down over the edge of the deck it will be fastened with ⅜ inch copper tacks placed closely and then covered with ¾ inch half round moulding.

The coaming will be made from ½ inch mahogany and this as can be seen forms the sides of the low house over the engine.

The hull was designed for a motor developing approximately 60 h.p. at 2,200 r.p.m. and of moderate weight; not over 750 pounds. Use with this a 1⅛ inch diameter propeller shaft, and a three blade propeller 14 inches in diameter and 14 inches pitch; this

(*Continued on page* 114)

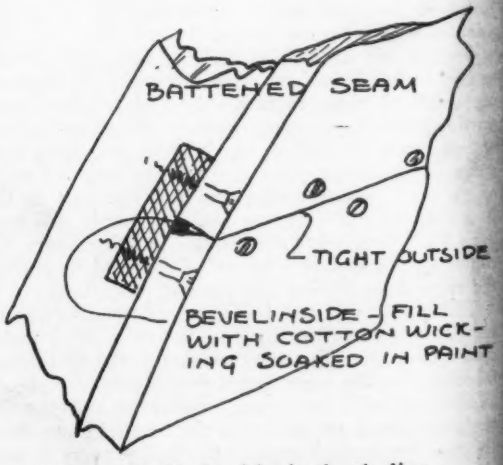


Figure 6. Detail of a joint in the planking

MoToR Bo

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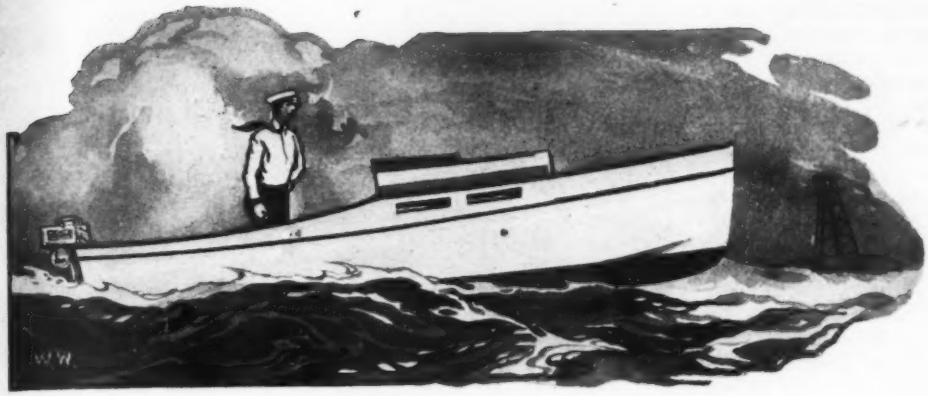
A NEW



The outboard hydroplane cruiser Sure Mike, designed for 32 h.p., will do about 30 miles

SURE MIKE—A NEW IDEA IN CRUISERS

The Design and Specifications for a Rough Water Hydroplane for Big Outboards Which Carries a Shelter Cabin and Which Can Cruise in Any Water Safe for Any Boat of Her Inches

Designed Especially for MoToR BoatinG

By E. WESTON FARMER, N. A.

Part I

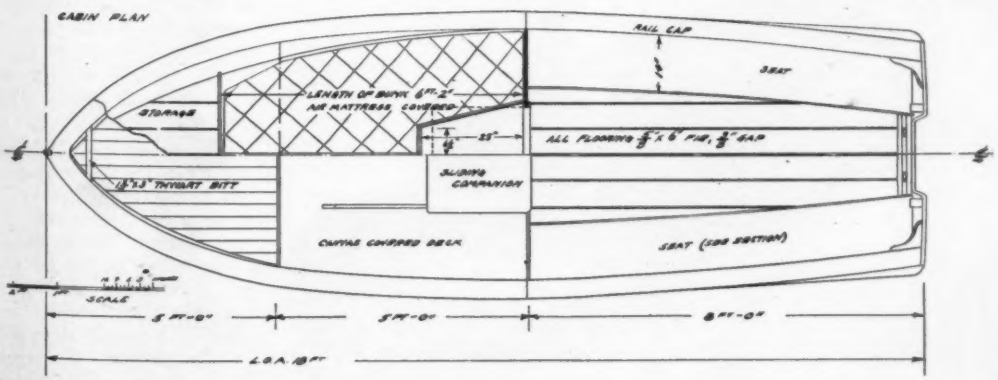
SURE MIKE is a he-man's boat. If it's bang-and-go-back runabouting you want, something which at low speeds can take the knocks of rough water —a boat that'll carry quite a load and still be about 10 miles an hour faster than present big outboarders of her size, Sure Mike will not disappoint you.

Or if it's cruising you want—say, let me tell you!—that's really the thing Sure Mike is designed to do, and do well: to carry a large outboard, utilize its power efficiently and to be able to carry at least two people with abbreviated equipment on a cruise of short duration.

There's a sunken cockpit forward and a big cockpit aft—ample for all rough and tumble runabouting. Her cabin resolves itself into nothing more than sheltered sleeping space, yet it is roomy and comfortable for two. It might have been more, but low freeboard is tantamount to good performance with outboards, largely because of windage although weights too must be kept low for stability when turning. Hence you see no boxcar topsides or other cabin effects in this design. She is fitting and in keeping with the sea.

There is no galley. There is no plumbing, nor does there need to be, for her function is to do what a canoe does, only to do it more adequately: carry the duffle and furnish reasonable shelter. She will go anywhere a little boat could possibly go, and she will do that in one sweet heck of a hurry. That's Sure Mike, and by Joe, that's enough for any boat!

I designed her as I should want a pint-sized express cruiser of my own to be. She is planned in light of the long days I have spent on the water with boats of her size and type. I did her for MoToR BoatinG's readers as well as for myself, and about the time you read these lines, the first hull from this design powered with a 35 h.p. Elto Quad will be shooting about the



Arrangement plan for the 18-foot hydroplane cruiser Sure Mike

waters of Lake Superior like a hot penny on a greased plate.

If you will pardon a little further expounding by way of introduction, let me say I feel that Sure Mike is one of the most carefully engineered designs I ever had the pleasure of doing. Although my assumption may be wrong, I feel that in designing, to make a boat a natural, every consideration must be carried out with mathematical finesse. It is my belief that even in small boats the elements of design must be carried down the road farther than most naval architects are willing to go with small designs. Only careful calculation will certify a boat's pedigree, will certify her performance.

Mayfay, one of Farmer's earlier designs, is slower on account of the absence of a step

Hence you will find worked out here a power curve, Sure Mike's displacement characteristics, and loadings and major centers of hydroplaning effort, buoyancy, gravity and so on in the lines plan, together with the how and the why of these things later in this writing. This is the kind of information that makes a design really valuable for reference work. Moreover, it pays to know exactly what the boat will do rather than to trust to the w.k. boat sense which sometimes is a bit screwey. I have been fooled on occasion in these contentions and their outcome—who hasn't?—by boats with wells, smoking motors, and unbalanced propellers. At such times a man wants to pour cream on his head and scratch his cornflakes. But I cannot remember when I have been very badly fooled on what a hull would do.

Power—not a lot of it, power in known quantities, is the crux of Sure Mike's design. In using the 32-35 h.p. motors I am putting engine performances squarely up to the engine builders, assuming that powers will be delivered as advertised on weights advertised. With this one proviso—made because the engineering departments of all outboard motor manufacturers seem to be cagey about giving a designer intelligent dope on wheels, revs, and power curves—Sure Mike comes through the mill weighed, measured and deliberated with the care of an airplane design. She is based on experience with boats of her type already built in the past, and on the hydroplane data to which I have access.

The design is an outgrowth of several successful boats I have designed. Her topsides are similar to and are based on the arrangement incorporated in Mayfay, see illustration, whose plans were drawn in February, 1927.

This boat Mayfay has been admirable as a tabloid cruiser and while Sure Mike is about her same size, Sure Mike is far more nicely modeled; she will not have Mayfay's 17-mile-an-hour homespun plainness.

The bottom of our boat here has features that I consider optimum for a 28-30 miler of Sure Mike's size.

There is incorporated in this bottom a deadrise of 1 inch in 1 foot, a set of absolutely straight quarter beam buttock lines with the aft plane buttocks having an angle of attack of half a degree greater than the angle of attack of the forward plane (to simplify the lines drawing these buttocks are not shown on the lines plan in the blueprint, because aft of No. 3 frame all the bottom frames are straight line, chine to keel, and buttocks are not needed for reconstructing the lines full size). This is another way of saying that the boat has a longitudinal concavity of half a degree, or 30 minutes, which at Sure Mike's loadings and speeds does several things for her.

First, it gives a practically constant slope to her Diminution of Wetted Surface Curve, showing a practically constant decrease in wetted surface up to as high as 80 per cent. diminution at 35 miles an hour. Second, longitudinal concavity, which is something all designers of fast boats will come to when they appreciate its advantages, will take away all of the usual hydroplane logginess which prevails at low speeds or with loads which preclude the boat's planing.

Miss Broadway, a well-known hydroplane. Sure Mike has been patterned after her and will run just as clean

The reason most hydroplanes are more inefficient than stepless boats at low speeds is because water under the hull in the average hydro flows up along what might be termed self constructed buttock lines, convexly shaped in profile like those of a fantail sterned boat. In the present day prevalent hydro designs the flow under

(*Continued on page* 116)

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the November Contest

1. **How would you locate a short circuit or break in the wiring on board a boat?**
Submitted by W. B. M., Newburgh, N. Y.

2. **Describe the best form of supplementary power for the small cruiser to provide protection when the single engine goes out of service at sea.**
Submitted by J. W. D., Hongkong, China

SELECTING THE FIRST BOAT

Points for the Beginner to Consider in Starting His Boating Experiences With Hints on Types Suitable for Varying Conditions

Answers to the Following Question, Published in July MoToR BoatinG

For the benefit of those selecting their first boat, describe the various types of boats, explaining for which locality and particular use each is best adapted.

HINTS FOR THE BEGINNER

(The Prize-Winning Answer)

THE outboard motor boat is introducing motor boating to a multitude of folks at a rate which could not be foreseen even a few years ago. To the out-and-out beginner, the outboard motor boat is the logical first step to the full enjoyment of motor boating.

Many difficulties which present themselves to the beginner in the handling of big craft have their counterpart in the handling of small outboards, but in such small ratio that the tyro can learn without serious consequences.

The handling of a boat is not one which can be learned over night. Those who get the most enjoyment out of it either grow up with it or acquire their skill under skillful guidance. The waters upon which a boat is to be used determines greatly the type of boat to be used thereon.

Shallow rock-infested bottoms necessitate the use of the outboard or the tunnel stern type. The modern tunnel stern craft is not distinguishable from its orthodox sister as far as outward appearances go. For the beginner who knows little or nothing about gauging the bottom by the contour and the character of the banks, the tunnel type offers something which the experienced boatman cannot overlook.

For all around work the V-bottom type has many attributes to commend it to the beginner. It is fast, seaworthy, roomy, easily driven. It ranges from ten feet to sixty feet in length embracing all types of accommodation—open boat, runabout, day cruiser, fisherman, offshore cruiser and commuter—from which the beginner will find a craft fabricated to his needs.

Where the tyro enters the game through the medium of paid hands the stock boat field and the custom built hulls offer an endless variety. The longlegged type illustrated is the product of the custom builder. It possesses more than the average speed and at the same time gives full headroom for the extremely tall man. In addition its added deadrise makes it a decidedly open water type of boat.

While the double ender type has been superseded by the transom boat, there is only one reason for this condition—the tendency for the double ender to squat when driven. But for the man who wants a real boat, one which will handle easily, one in which he need not get nervous when the clouds roll up black and it is several miles to a shelter, the boat shown in Fig. 4 is one which should not be overlooked.

The beginner who seeks a boat for inland waters will make no mistake in procuring one of the many light draft speedy boats which the market offers.

If he must combine business and pleasure over waters which are apt to be lumpy at times, he will have to select one of the larger type with the same characteristics.

But when it is a matter of living aboard, headroom, ventilation, ruggedness of build should not be sacrificed for speed. Napoleon said an army travels on its stomach. The same finicky human organ determines how pleasant a cruise can be. Hence, to the foregoing must be added the possibilities of properly taking care of the culinary department of a boat.

J. E. M., Norwich, Conn.

SELECT FIRST BOAT WITH CARE

NOAH took one hundred years getting his first boat. Many of his modern proteges spent about one hundred minutes and call it a hard job. The novice must consider carefully what he wants and what he wants to pay. Final readings in the log book and the check book depend mainly on this forethought. One can get value in a new boat, a used boat, or even

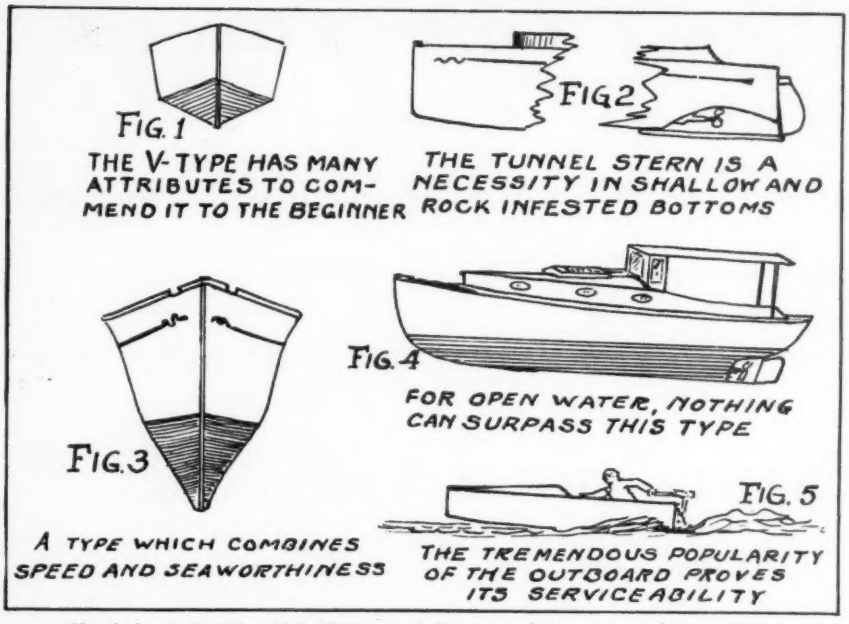


FIG. 1
THE V-TYPE HAS MANY ATTRIBUTES TO COMMEND IT TO THE BEGINNER
FIG2
THE TUNNEL STERN IS A NECESSITY IN SHALLOW AND ROCK INFESTED BOTTOMS
FIG. 4
FOR OPEN WATER, NOTHING CAN SURPASS THIS TYPE
FIG.3
A TYPE WHICH COMBINES SPEED AND SEAWORTHINESS
FIG. 5
THE TREMENDOUS POPULARITY OF THE OUTBOARD PROVES ITS SERVICEABILITY

Sketch by J. E. M. which illustrates hull types adapted to varying conditions

an abused boat, provided it is his type of craft or can be adapted to his needs at moderate expense.

Among new boats, the beginner will find numerous standardized boats of established reputation, ranging from 13-foot outboards costing but $200 or $300 to handsome runabouts, luxurious cruisers, speed boats, and commuters at one hundred times this investment. In between are many small inboards, fish boats, skiffs, and auxiliaries. He will perceive that modern production, sales, and advertising have been applied to the motor boating business, with lower prices, quicker deliveries, and better service than prevailed but a few years ago. Resulting pleasant possibilities of window shopping for boats do not insure the customer satisfaction unless his selection is good.

Hull and motor must be of equal quality and balanced proportions for the service expected. Speeds of 25 m.p.h. or more mean heavy expenses and sacrifice of passenger space and comfort on small and medium-sized boats. If one plans long cruises or fishing trips, there must be large oil and gasoline tanks and ample space for water and provisions. Bridge and raised deck type cruisers have their advocates in all localities. Where considerable piloting skill is required, the bridge type is preferable. For all-around hard service in a lake or ocean district, a fairly high and broad round-bottom hull is safest and most comfortable. River or bay usage and higher speeds are better met by a V-bottom type, which many think also presents a neater trimmer outline. Modern V-bottoms have good stability and can stand a lot of rough weather. Flat bottom types on small boats are most easily handled in shallow waters or where bars and reefs are found. They are easily beached and can be caulked in short order. Special types, such as sea sleds and inverted M-bottoms are best adapted to high-speed runabouts in shallow waters. A full load of passengers has little effect on the speed. However, like the crude flat bottom types, they are inclined to pound and splash. They are, however, quite seaworthy.

On large cruisers one finds a number of twin-screw installations. After becoming accustomed to this type, the pilot will find them especially responsive, as well as safer and smoother for long, offshore trips. Reduction gearing on many smaller cruisers is gaining favor. It permits use of smaller motors and a saving of up to 40 per cent in oil and gas consumption; also reduces strain and vibration.

In salt water service, non-corroding materials and fastenings are essential. Bottoms and exposed parts should be heavily coated with bronze or copper paints, and decks and woodwork thoroughly varnished. White oak and mahogany and copper riveting add to first cost, but not annual costs.

How many cylinders, and even how many motors, are often hard questions for the new buyer. A reputable broker can give one sound advice as to type and size, but he may favor a certain make with undue enthusiasm. In every type and price class there are marine engines having good reputations of long standing in which the new buyer can place confidence.

(*Continued on page* 120)

RULES FOR THE PRIZE CONTEST

***READERS** are urged to consider the above questions for the November issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before September 25, (b) about 500 words long, (c) written one side of the paper only, (d) accompanied by the senders' names and addresses.*

The names will be withheld and initals used.

QUESTIONS for the next contest must reach us on or before September 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25 or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

MOORING BUOY TYPES

Substantial and Suitable Mooring Equipment Designed to Provide Security and Protection to the Boat Hull Against Injury by Chafing

Answers to the Following Question, Published in July MoToR BoatinG

What type mooring buoy have you found suitable and how do you prevent the buoy from chafing the hull?

SETTING OUT A BUOY

(The Prize-Winning Answer)

THE first requisite of a mooring buoy is reliability. If it is not more than strong enough it is worse than useless. Simplicity aids in the gaining of strength. Other desirable features are low cost and ease of handling.

The first consideration in setting out a new buoy is the position it will occupy. It should be as well sheltered as possible and in close proximity to the owner's or caretaker's residence. When the location for the mooring has been decided, work may commence in earnest.

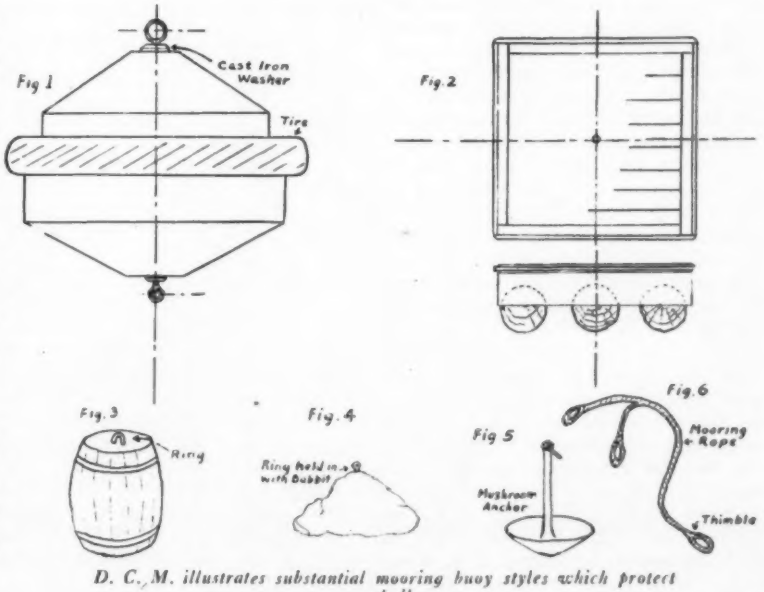
Now consider the anchor. There are many types available but practically all fall into either of two classes, namely: those which hold by their gripping power and those which hold solely by their weight. A mushroom anchor is a common example of the former type. Its obvious advantage is less weight and therefore greater ease of handling. Rocks or concrete blocks fall into the latter class. These are necessarily of great weight so they are usually left out all winter when they have once been set down. Weights of anchors necessarily depend largely upon the nature of the bottom and therefore an estimate in regard to weight is hard to give. As a rule, mushroom anchors range from fifty to three hundred pounds or more while rock sinkers are anywhere from two or three hundred pounds to a few tons. With sand or mud bottom, either kind of anchor can be used; but with rock bottom, a ring could conveniently be sunk into the rock by skillful work.

The problem of the buoy itself may now be undertaken. Sketches One and Two show two inexpensive and reliable buoys. Figure One is for small cruisers, say from twenty to forty feet. A piece about three feet long is cut from a log of some soft light wood. It should be shaped by an axe as in Figure One. If a large wood-turning lathe is available, a neater result, though not necessarily a better one, can be obtained. The top part of the wood should be cut to a smaller diameter so that one of the old style high-pressure automobile tires can be driven on. (Dimensions are given for a twenty-nine inch tire). When the buoy is shaped in this way, it floats nearly horizontally and it has a more finished appearance than otherwise. A hole about three-quarters of an inch to one and one-eighth inches (depending on the size of the boat) is then bored vertically down the center of the buoy to receive a bolt. The bolt has a large ring at the top and is threaded at the bottom to receive a screwed ring. A locknut should be put on for safety. To hold the bolt firmly, cast iron washers are put above and below the buoy. A swivel is attached to the lower ring and the chain is fastened to it by means of a shackle. The chain should be galvanized ⅜ to ⅝ inch depending on the boat, and is fastened to the ring in the anchor with another shackle.

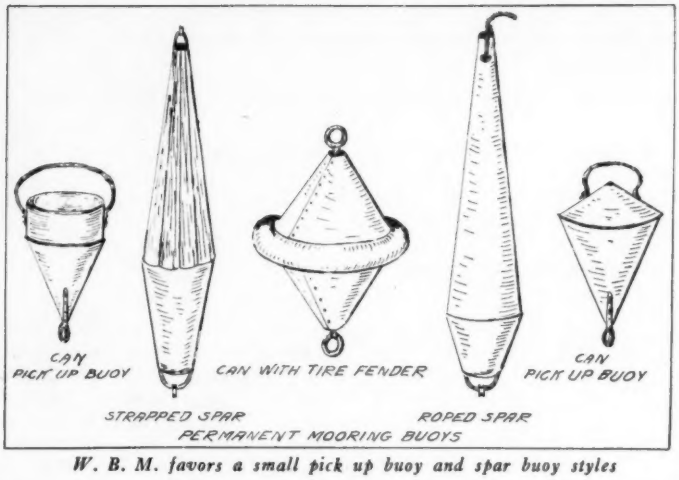
To complete the outfit, paint the lower part of the buoy with anti-fouling paint and the top white for greater visibility. For the mooring rope to the boat, rope of suitable size is spliced around a thimble on the ring of the buoy and a bridle with two loops made in the other end—Figure 6. In mooring, the rope is picked up with boat-hook and the loops put over the bitt with one rope running over either side of the bow.

The other type of buoy shown is for larger craft. It should be about six or seven feet square. With this raft, the anchor chain is run through the buoy with a large ring on top to secure it. Three logs about one and one-half feet in diameter are selected and bolted to three four by ten cross pieces. To these the deck is spiked with galvanized nails. A heavy edging is put around the edge. A strip of rubber 1¼ by 2 inches or discarded fire hose is run around the side to protect the boat. As a man can get off on this buoy, the rope may be carried on the boat or not.

These two kinds of buoys have been known to hold



D. C. M. illustrates substantial mooring buoy styles which protect a hull



W. B. M. favors a small pick up buoy and spar buoy styles

heavy boats in very bad storms and were in every way satisfactory. Provision is made by the tire or rubber strip to keep the buoy from marring the paint on the boat.—D. C. M., Vancouver, B. C.

SAFE NON-CHAFING MOORINGS

IF YOU are fortunate enough to be able to moor the boat out from a protected dock, you will not be much interested in mooring buoys. All you will need is a light line spliced into the eye of the mooring cable. When you go out with the boat, lead the line ashore and make fast around a pile or in some other manner so that it can be readily picked up and the cable hauled aboard. But few of us are so fortunate and we must consider a type of mooring buoy that will answer our purpose, and at the same time not chafe the hull when the boat swings against the buoy. We can not select any one type of mooring buoy and say that it is most suitable for all purposes.

In selecting a mooring buoy the manner in which it will be used must be considered. Most boatmen prefer to attach the mooring chain to a can or spar and leave the mooring buoy in the water continuously. In this type mooring, the buoy becomes a direct part of the mooring and should be strongly constructed. It is claimed that when a permanent part of the mooring, the buoy breaks the direct line of pull on the anchor and allows the boat to ride easier on the cable as the buoyancy of the can or spar must be overcome before a direct pull on the anchor is obtained. The buoy which is permanently fastened as part of the mooring must be sufficiently strong in all parts and fastenings upon which a strain comes to withstand the breaking strain of the chain.

The man who likes to feel doubly sure that his boat will be safe in the hardest blow of the season will lead the chain aboard and make fast to the bitts. In this method there are no extra swivels, shackles, eyes, ropes or splices. The fewer the parts to break the less the chances of the boat going adrift. The mooring is all chain from the anchor to the bitts, has no extra parts or connections to fail and is the strongest mooring of all the types. With this type mooring it is necessary to attach a pick up buoy to the chain whenever the boat is taken out, or the buoy may be left fast to the chain a few feet from the end so that the chain may be made fast without removing the buoy. Unless removed or fastened down the can rolling around the deck will chafe or wear off the deck paint or spoil the appearance of a varnished deck. Chafing gear under the chain is desirable to prevent wear on the deck in rough weather.

Of the permanently attached buoys which become part of the mooring the spar and the can types are the most satisfactory. The spar has the advantage in weight and protection from damage to the boat, and standing high out of water is easily picked up. The shape of the spar is such that it will not stay against the side of the boat. A keg with an iron band or through bolt is quite heavy and the end hoops will soon chafe a nice spot in the planking should the old hose or tire become loosened and lost. The large can buoy with a rod passing clear through is serviceable and if guarded with an old automobile tire around its greatest diameter will not chafe the boat. These buoys can be purchased with rubber bumpers ready attached, but they are small in comparison to the tire. The old style hard tire, being stiffer, is probably the most satisfactory. Cut a section from the tire so that the ends will just meet when placed over the bead where the halves of the buoy are joined and after punching holes through the casing lace it around the buoy after the manner of belt lacing. Use soft copper wire for lacing and pull it well into the tire so that it will not chafe the boat.

The spar buoys are made of cedar, worked round and tapered at the ends, the largest diameter being about one third the length from the end. If you can handle a draw knife and a plane, get a friend with the telephone company to give you five or six feet of an old cedar pole and work out a buoy. Some types are strapped at both ends while others are only strapped at the lower end and a hole bored through the upper end for splicing a rope through. All straps and bolts used should be galvanized by the hot dipped process. If strapped at the upper end the strap should be let in flush with the wood. Flush rivets are preferable to bolts. If you must use bolts, get them just the right length and cover the heads and nuts to protect the boat from chafing. Keep the spar well painted and off ground when on shore and it will last many years. (*Continued on page 120*)

BUOYANCY OF SPARS AND CANS

BUOY						CHAIN		
CU. IN. TO SUPPORT ONE FOOT			FEET SUPPORTED BY ONE CU. FT.			DIAM IN	WEIGHT PER FT.	BREAKING
AIR	CEDAR		AIR	CEDAR		INCHES	POUNDS	STRAIN
	DRY	WET		DRY	WET			TONS
26	40	58	68	43	30	1/4	.91	1.25
42	66	96	41	26	18	3/8	1.50	4.00
70	110	160	25	15	11	1/2	2.50	6.50
115	180	262	15	9	6-1/2	5/8	4.50	11.00
162	255	371	10	6-1/2	4-1/2	3/4	5.80	14.50
ALLOW SAFETY FACTOR OF NOT LESS THAN FOUR.								

A table by W. B. M. which gives data on sizes of buoys and chains necessary

Land Ho! And Ovington's China in sight!

MANY a brave old soup tureen lies asleep in the deep... many a battered bit of crystal rests forty fathoms down . . . dropped to an aqueous oblivion because they had served too long and never too well! For the sea has discovered itself socially and its salt-bitten skippers and spray-drenched commodores are just as finicky about their china as they are about their ropes, as fastidious about their crystal as they are about their brass work. Down, down to Davey Jones they've sent the goblets and platters they shanghaied and press-ganged from the family pantry. And straight they've steered to Ovington's for china born to the wind and the wave, crystal as nautical as the captain's gig. It's not expensive. For as little as $63 you can garner china for six, every piece blazoned with your own and your club's insignia. For even less you can choose splendid crystal. We'll gladly submit designs and estimates.

OVINGTON'S

314 FIFTH AVENUE, NEW YORK

Telephone: Caledonia 8700

Sis-son III, 38-foot Chris-Craft owned by Earl W. Parcells of Grosse Pointe, Michigan, a spectator at the start of the Port Huron-Mackinac race

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

SEATTLE YACHT HARBOR URGED

A PROJECT for the establishment of a safe and commodious yacht harbor on Seattle's salt water front is being vigorously promoted by local yacht and boat owners and members of the Northwest Boating Industries. Pleasure yachts and small boats are coming to Puget Sound each year in constantly increasing numbers and the volume of local pleasure craft owners is also steadily growing yearly with many other prospective owners waiting only for adequate mooring facilities before buying motor boats.

Preliminary surveys have been made for the past year by representatives of the Northwest Boating Industries who have made a detailed study of the situation and have made recommendations for sites on both fresh and salt water based on the findings of their survey. Prevailing opinion seems to be that Smith Cove will be the most suitable of the salt water harbor locations. The Port of Seattle has control of the harbor there and has expressed a willingness to cooperate with promoters of the development to the fullest extent. The adjacent shore land is owned by the Great Northern Railway, which has always been eager to assist in any public development.

Colonel George B. Lamping, port commisioner, in commenting on the plan for the proposed harbor, expressed a belief that the construction of yachts and motor boats was destined to become, within a very short while, one of Seattle's largest and most profitable industries. More and more yachts, according to Colonel Lamping, are visiting Seattle and Puget Sound from California and eastern ports every summer and ample mooring facilities, he says, should be provided for this new tourist trade.

It is pointed out that the proposed undertaking would be self-supporting right from the start through rentals of mooring space and the impetus it would give to boat-building and the local production of marine accessories would be of incalculable benefit. Such a yacht harbor would stimulate suburban commuting from nearby islands and would encourage farmers on the islands and Olympic Peninsula to have their own water transportation systems for carrying their produce to market. Another advantage that would accrue from such a development would be the fact that Seattle would become even more appealing to a large class of people who wish to locate in a city with outstanding boating facilities and advantages.

AERIAL POLICE SECURE FAST BOAT

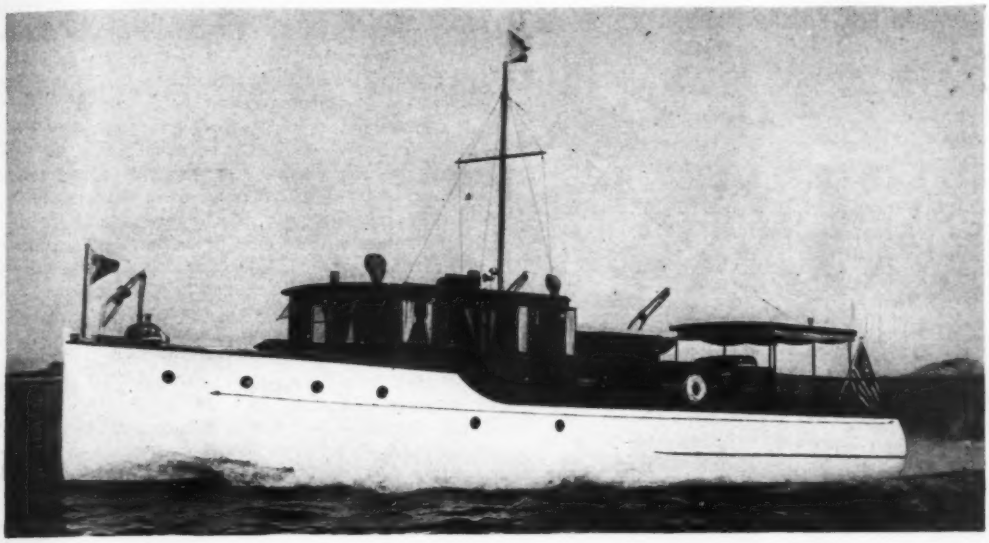
It has just been learned from the manager of the New York office of Gar Wood, Inc., Broadway show room, that the New York Aerial Police Department has secured a 33-foot Gar Wood displacement boat powered with a 500 h.p. 12-cylinder marine engine which drives this craft better than 50 m.p.h.

Rodman Wanamaker, who is actively associated with the Aerial Police Department in New York, just before leaving on his honeymoon, issued instructions to have Little Old Man, his Gar Wood racing displacement boat, well known to all Palm Beachites, delivered to North Beach Flying Station at Flushing, Long Island, to be used as a service and crash boat.

(*Continued on page* 94)

The deck of Shamrock V being payed with Jeffery's Glue during construction at the yard of Cowper and Nicholson, Gosport, England

More than a Good Cruiser . . .
. . . a Luxurious Mobile Home



IT has long been proved insofar as design, quality, workmanship, elegance, superb performance and value are concerned, that Vinyard Twin-Screw cruisers are unsurpassed among craft of equal size.

More than being a good cruiser in which you can safely venture on long distance voyages, the Vinyard is a luxurious mobile home, having every convenience and comfort of your residence. Not crowded, but spacious and excellently arranged living quarters such as you would find on a custom built craft. A motor cruiser on which you can really enjoy the art of living afloat—not merely exist in crowded quarters.

The owner's cabin, with built-in berths, and the guest room each have private entrances to a large lavatory equipped with latest sanitary fittings, including bath and hot and cold running water. In the bridge deck house you have a congenial lounge or dining saloon. Forward is the galley which runs full width of ship and furnished with the most modern facilities, including electric refrigeration. Crew's quarters are also forward. The self bailing, canopy covered aft cockpit is an ideal point from which to test your skill with the rod and reel.

Fully equipped and ready for service, Vinyards are priced at

The "50" - $23,500
The "55" - $27,500

The "55" is now available with cabins in American Walnut

Wire now for demonstration. Catalogue on request.

VINYARD Ship Building Company
Milford, Delaware

THE WANDERER—OF LIVERPOOL

(*Continued from page 20*)

such as the North Star, the Queen Margaret, the Pegasus and the Dumfriesshire, with skysails on three masts, were splendid to the eye, but lost much from having standard masts, fore, main and mizzen, of the same height. In the Seafarer and the Wanderer the eye was won and delighted by the lift of the main skysail pole above the others. That old tradition had its special beauty.

LENGTHS OF BOWSPRIT, MASTS AND YARDS

	feet	inches
Bowsprit—Extreme length	58	6
Knightheads to outer end	45	.
Foremast—Extreme length	91	6
" Above deck	64	.
" Topmast	56	.
" Topgallant and royal masts in one	65	.
" Yard	92	.
" Lower Topsail Yard	83	6
" Upper Topsail Yard	74	.
" Topgallant Yard	63	6
" Royal Yard	56	.
" Skysail Yard	48	.
Mainmast—Extreme length	94	10
" Above deck	70	6
" Topmast	56	.
" Topgallant royal and skysail masts in one	74	.
" Yard	92	.
" Lower Topsail Yard	83	6
" Upper Topsail Yard	74	.
" Topgallant Yard	63	6
" Royal Yard	56	6
" Skysail Yard	48	.
Mizzenmast—Extreme length	93	4
" Above deck	69	3
" Topmast	56	.
" Topgallant and royal masts in one	56	.
Crossjack yard	92	.
Mizzen Lower Topsail Yard	83	6
" Upper Topsail Yard	74	.
" Topgallant Yard	63	6
" Royal Yard	56	.
Jiggermast—Extreme length	147	7
" Above deck	128	.

Her rigging was of the best of her time, that is, of a time when rigging had come to a perfection that was never to be surpassed. All her standing rigging was of wire, set up by box-screws. The yards had wire lifts; the pendants of the running rigging were of wire. Her topsail-halliards were of 4½ inch Manila rope. In those days the elegance of a ship was still considered an important matter, and battens were not used in the swifters of English ships. Ratlines were still used, and the rattled swifters had a grace that battened swifters never had.

When first rigged, the masts and jib-boom were painted the deep yellow ochre usually called "mast color." The yards, gaff and spanker boom were all white. Her swifters were black, set off with white eyes and seizings; everything white below the sheer poles.

She had one peculiarity: the eyes of her lower stays fitted over cleats in the doublings above her tops, some feet clear of the eyes of the shrouds.

The doublings on fore, main and mizzen masts were alike, 14 feet the lower masts, 10 feet the top-gallant masts.

There is reason to believe that a spare royal yard, 56 feet long, was sometimes crossed as the skysail yard.

About the 9th or 10th of September, while she lay in the Queen's Dock, men laid some scantlings at the bottom of her hold: she then received some hundreds of tons of coal as stiffening. As it was wet weather when this was done, the coal was wet when it went down: it afterward generated heat.

On Saturday, the 12th of September, she towed across the river to the East Float in Birkenhead: on the 14th, she moved to the West Float, where she was to load Westminster Brymbo Steam Coal for San Francisco. She received her cargo and signed on her crew, of whom a few words may be written here.

Her Captain, George Currie, was a native of Nova Scotia, aged 52 years. His home was in San Francisco, where he was known as "genial Captain Currie." He had come to the Wanderer from the Wayfarer which he had commanded with success for the last five years.

Her mate, George Shearer, a native of Banff, was in his thirtieth year. He had recently married and had spent his honeymoon on board the Wanderer while fitting her for sea.

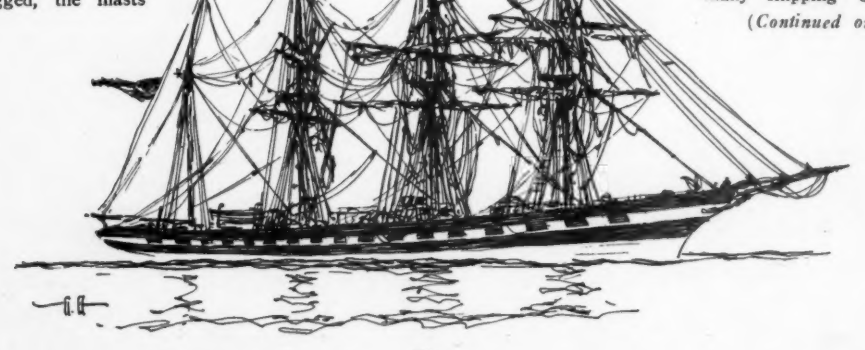
The second mate, Thomas P. Baker, who had been born at sea, was a man of twenty-four.

The third mate, Walter Jones, was a native of Birmingham.

The boatswain was John Walter; the Carpenter was a Finn, named John Jones. I cannot read the sailmaker's name; his initials seem to have been S.T.P. The engine-man was J. McIntyre; the steward was a Maltese, E. Cross; the cook, A. Burke. There were twenty able-bodied seamen, only three of whom, all Welshmen, seem to have been British. There were two ordinary seamen. The four apprentices in the half-deck were R. Tinsley, H. Arnett, H. Watson, and John Hetherington. In all, her crew consisted of thirty-six men and boys; a thirty-seventh, an able seaman, joined her at the Pierhead, by what was called a pierhead jump, as she towed out to sea. The crew signed to be aboard at 8 a.m., on Saturday, the 17th of October.

On Thursday, the 15th of October, the ship was moved to a berth in the Birkenhead Alfred Dock, ready to sail. For some days of that week these islands had been swept by gales of great violence with unusual rain. On the Friday, the 16th, when Mr. Potter and some of his family went on board the Wanderer to drink tea with Captain Currie, it was blowing so hard from the west, that the Mersey Ferry traffic was disturbed; there were many shipping casualties along

(*Continued on page 60*)



NEW WORLD'S RECORD

Fastest Official Outboard Time Ever Made

49.723 MILES PER HOUR

at Fox Lake, Illinois July 28, 1930

by

4-60

Sold by

EVINRUDE · *Elto* · LOCKWOOD

Dealers throughout the world

A NEW motor—the mighty hum of "4-60's" forty-five horsepower being first heard at the late April regattas. A newcomer in mid-season — public announcements appearing for the first time in the July magazines. An "unknown" yesterday . . . . . *the world's champion today!* To our knowledge, no other outboard ever built has whirled its way to fame so surely, so quickly.

When Ray Pregenzer, Jr., of Antioch, Illinois, averaged 49.723 miles per hour for six laps of one mile each, "4-60" toppled a previous official record of over seven months' standing. But America's foremost drivers insist this is just the beginning — that Ole Evinrude will soon be called upon to award most, if not all, of his $3500 awards to the first to attain 50, 55 and 60 miles an hour with this world's fastest outboard.

More Victories at Bay City, Michigan

At Bay City, Michigan, only five days following his new world's record of 49.723 miles per hour, Ray Pregenzer, with "4-60" won both 5-mile competition events in Class F Division III . . . . . also both heats Class F Division III and IV and then captured the 100 mile marathon by taking the lead on the first lap and holding it throughout — completing the entire gruelling run without a stop and at phenomenal speed. Other "4-60's" finished second in the marathon and placed first and second in Class F Division IV and first in Class F Division III.

"Speedy-Bee", Outboard Motors Corporation Class B racing motor, established two new world's records in Division III with 36.43 m. p. h. in competition and 40.54 in time trials. Carl Koeffler, driver.

Brief "4-60" Specifications

45 H. P., four cylinders; 60 cu. in. displacement. Ball and roller bearings on connecting rods, crankshaft, vertical drive and propeller shafts. Gearless, rotary-disc valve integral with large case-hardened crankshaft of chrome nickel steel. Drop-forged steel flywheel. Closed circuit, battery type ignition. Steady-steering 15-inch fin on housing.

Price $450 f. o. b. Milwaukee.

Write for complete "4-60" specifications.

OUTBOARD MOTORS CORPORATION (*Racing Division*)

5127-27th Street **OLE EVINRUDE, President** **Milwaukee, Wisconsin**

The control station at Poseidonia, the eastern end of the Corinth Canal

IN THE GULF OF CORINTH

(*Continued from Page 24*)

appeared through a black cargo port in the ship's side.

As evening fell the life of the town picked up. Tables placed on the paved way were occupied by diners and drinkers and served by scurrying waiters from the restaurants across the way. Children came out and a great hubbub set up, pierced now and then by the tragic braying of a donkey yearning for the unattainable. Whatever curiosity had been aroused by our coming was soon slaked and we were left alone to enjoy the manifold beauties of the sun setting behind the mountains. Always, in Greece, one's eyes turn to these amazing hills, fascinated by their uninterrupted silhouette and their soft-sweeping contour. Their higher shoulders visible for upward of fifty miles, the distance lends them the gentlest purples of the spectrum. Destitute though the mountains are of the verdure which is so dear to the western eye, close-cropped by generations of hungry sheep, and deprived of their soil by centuries of erosion they are still unmitigatedly lovely.

Shortly after dark a man from a neighboring kaiki rowed alongside. Crumpling a piece of paper in his fingers, he indicated that he would like me to give him something. I recalled that while it was still light I had sat on deck and rolled and smoked several cigarettes, and guessed from the pantomime that cigarette papers were wanted by this sailor. Now the use of home-rolled cigarettes is forbidden in Greece and the slips of rice paper from which they are made is contraband. A friendly waiter, observing me roll a cigarette in a restaurant in Athens, had told me that his brother-in-law had just served six months in jail for a similar offense. Such a punishment seems a trifle excessive even to one who has survived the ten painful years of American Prohibition, and heaven only knows what penalty I risked in giving the importunate sailor a packet of the coveted papers. For I did give them, and if I sinned I trust the enforcers of our own holy laws will forgive me in that I sinned away from home where my wicked example will not corrupt the younger generation.

As no tramp of constabulary feet echoed my transgression of the law we slept soundly and in the morning at nine o'clock embarked in a Buick touring car for the world-famous shrine of the Delphic Oracle. The driver, who is the local agent of my friend Harrison, spoke no English; but he knew the language of his American car. Up the twisting, back-tracking road he drove it, slowing for the many hairpin turns, almost stopping for the occasional ruts, but never once changing from high gear. In a matter of thirty-five minutes we stopped before the museum at Delphi and were turned over to the director who spoke English, French, German, or whathaveyou. Bearing in mind that Hotspur is employed on a cruise more than an archeological expedition I shall confine my description of the antiquities of the museum to a few words. Thousands of travelers who have never had the good fortune to see Hotspur have adequately described the relics of ancient Greece. I shall only say, therefore, in the words of the director, "Thish very fine, very old; everything in thish room very fine, very old. View very fine."

We began to get an idea of the magnificence of ancient Delphi when, after lemonades drunk under a huge plane tree near the famous Castalian fountain, we climbed the hot path to the ruins. The theater where only a fortnight ago Madame Siklianos revived Greek plays in the classic manner, the stadium above it, the hugs slabs and broken columns of the old temple—all are eloquent of Greece's ancient glory. As usual in viewing the ruins of an earlier civilization our admiration was tinged with regret that barbarian or religious frenzy had left so little of the original marvels.

Coming down from Delphi in the heat of mid-day I stopped the car for a picture of one of the many imposing views of the lowlands. A moment later we passed through a village where on one side of the public square was a modern steam roller and on the other a trio of pack camels. "Picture," said my photographic inner sense. "Too hot," said myself. "If we see camels so early in our travels in Greece we shall see them often." We drove past, and I am now told that camels do not survive the alleged cold of the Greek climate and are almost never seen. So that untaken photograph must hang in my gallery of lost opportunities together with one of the first alligator I ever saw in tropical waters. He was so huge and so easily photographable that I thought, "Why waste a plate on him when there will be a dozen larger and nearer around the next bend?" But there weren't.

Back in Itea after a most satisfying expedition we found the town closed for midday. But a zythestiatorion (establishment where meals and drink are served) was open and to it we repaired. To the Greek boy who attended us we said "Eat" and made explanatory motions. To the proprietor who appeared a moment later P. L. made our requirements known in French. Fried fish was brought, and the native white cheese, and two glasses of Fix beer (both of which fell to my lot since P. L. is, with respect to fermented drinks, as unfortunate as a candy-hater working in a bonbon factory;) and presently we were replete and began looking

(*Continued on page 54*)

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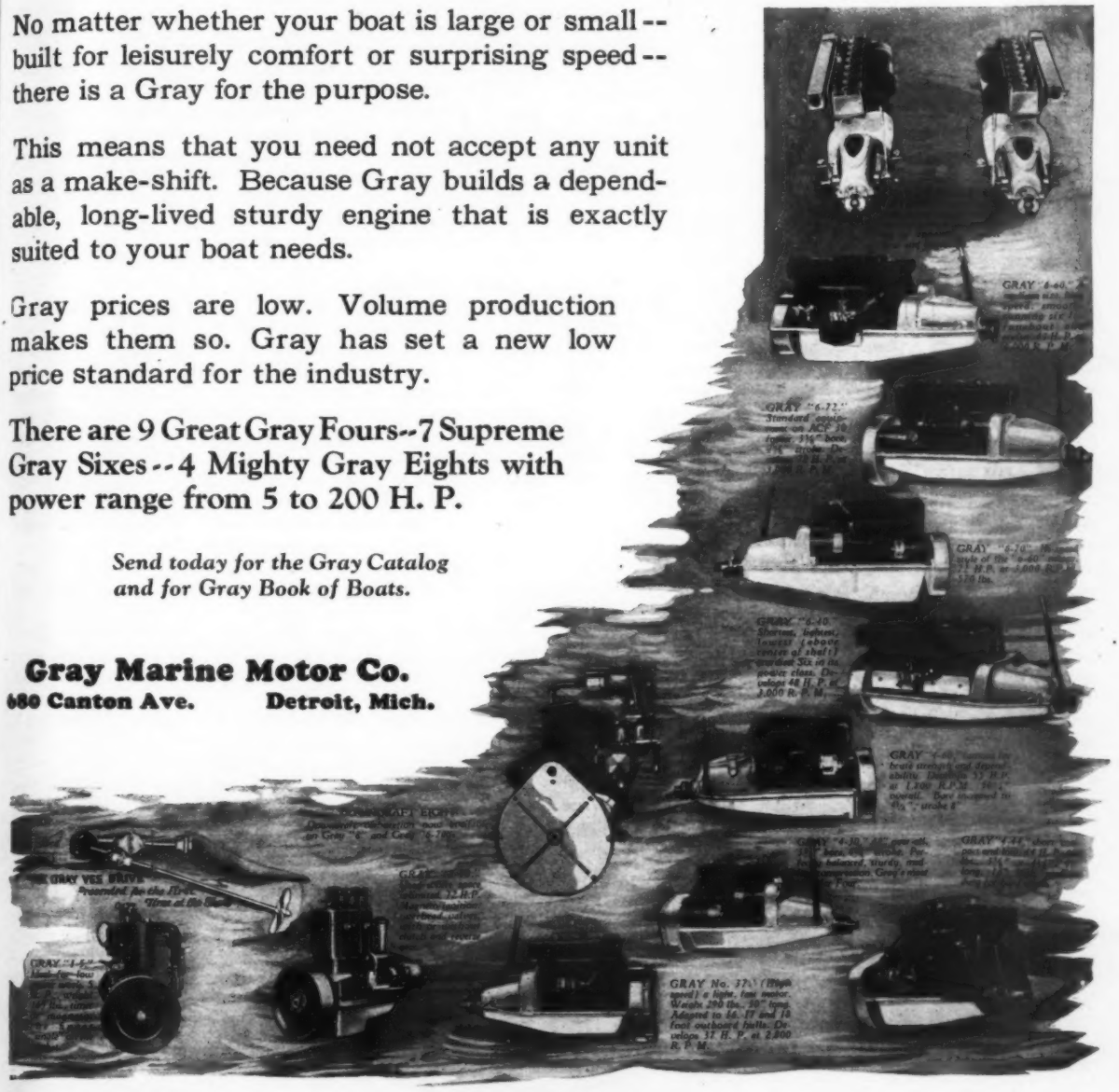

GRAY MOTORS

BUILT BY PIONEERS—ENGINEERS—LEADERS

IN THE GULF OF CORINTH

(*Continued from page 52*)

about for fresh eggs and oranges for our ship's stores. Oranges, which are publicly displayed, are easily obtained, but eggs are another matter. As we had left our dictionary aboard we wandered helplessly about until the proprietor of the restaurant, seeing us and divining our wants, told us that he sold eggs not only on the plate but in the shell. With each of a dozen neatly wrapped in newspaper and the lot placed in a cornucopia we were ready to depart for Corinth, except that our bill of health had been left with the harbor master and he was having his siesta.

So we waited in the restaurant carrying on a desultory conversation with its proprietor until our English-speaking friend of the day before showed up. He secured the clearance paper for us, went home to pick a bunch of flowers for P. L., and in bidding us goodbye asked me to tell my friends that he will always welcome Americans in Itea and do what he can for them.

At three o'clock we were once more underway with power, passing out of the glassy bay and coming to the main body of the gulf two and a half hours later. Here we encountered a gentle southwesterly to which we set our sails and to which, presently, we were relieved to entrust the propulsion of our craft. The wind, slowly gaining in strength, was so well abaft the beam that I soon set our huge balloon jib, and we began to move faster than our propeller had pushed us—say at six point five. Then the wind grew a little stronger and we stepped up to seven knots. But immediately a small sea began to make, and as the sky to southwest looked angry (or would have so looked had it been a home sky) I deemed it best to take in the big jib while I could.

Our balloon jib, by the way, is a treasured sail of much history and many transmogrifications. First it was cut for the old cup defender Resolute. Then after a season's use it was cut down for Aemilius Jarvis's famous Haswell. Thence, after another reduction, it found its way to the sail locker of Linton Rigg's Filatonga and was broken out on many an occasion to rush that speedy cruiser through the water. Again, in the summer of the transatlantic race to Spain, it was cut still more to fit the late Jack Curtis's Pinta, and many is the hour day and night that I have watched its fine fabric belly to the brave westerlies of the mid-Atlantic. Finally, as the most prized gift that Rigg could make me, it was reduced a fourth time to fit the fore triangle of Hotspur. So famously does it pull when off the wind and so amazingly does it approach the excellence of a Genoa jib when sheeted flat that I want it to last me many years. So, since we are short-handed on this cruise, I set it with circumspection and take it in while I can still do so easily.

For a few minutes after shortening down the wind blew still harder and under mainsail and staysail we made undiminished speed through the water. Then little by little the threatened ugliness of the weather disappeared. An hour later, when we had passed Cape Melangavi at the entrance to Corinth Bay we were slatting in a calm, and the next order of the night's business was to start the motor and furl sail.

As we drew near to the mouth of the canal I was considerably mystified by a high occulting light unmentioned either in the Pilot or on the chart. I was still more perplexed when it changed from occulting to flashing and when the flashes became exceedingly irregular. Finally, as our bearing changed slightly, I saw the light pull up stakes and move rapidly north across the canal. Then I realized that what I had mistaken for a navigation light was a string of automobiles rounding a bend before crossing the bridge, sending the beams of their headlights momentarily across the water.

At ten-fifteen we passed between the jetties at the entrance and fifteen minutes later after some barking dog navigation in the close ranks of the moored kaikis were secure in our previous positon. Our maneuver involved turning around between two boats sixty feet or so apart, and when our bowsprit threatened to pierce the boat to westward a dog barked and warned us off. Similarly, when our stern was too close to the eastward boat another dog gave tongue. With their help we escaped damage and with the further help of a brilliantly lighted steamer which passed by and revealed a ring bolt in the jetty we ran a stern warp. Before the wash of the steamer struck us Hotspur was straining against anchor and stern line and we were at rest.

Although the next day was Sunday and I enjoy my hours of ease as few accredited members of the cruising fraternity do I was up early and ashore at the control station to find out about passing through the canal. The officials were friendly and anxious to please, but I learned by signs (since in language we had absolutely no point of contact) that a tug was coming through west-bound, that a steamer would then pass eastbound, that another vessel must come from the other end, and that then we would be at liberty to go—a matter of two hours' wait. Sign language is all very well for the conveyance of elemental information of this sort, but I certainly felt the lack of Greek when trying to get the officials to allow us to pass through in the wake of the ship which was then lying outside the jetty and blowing imperiously for the blue flag. It couldn't be done. In the canal, I gathered, it was first come, first served, and I must await my turn.

Resolving then to have breakfast at our mooring and pass the morning in ship's work, I thanked my friends, gave each of them five drachmes and rowed away. The language of money—how well it talks! Or do I do my friends an injustice? At any rate, I had not reached Hotspur's side before a hail and a revolutionary motion of an official arm indicated that we might get under way at once. "At once," no matter how violently gesticulated, is too quick for the Greek temperament. In something less than two minutes our warp was cast off, our anchor aweigh, and we were chugging for the canal. More waves from ashore, alas, indicating that we must circle about and let the steamer proceed ahead of us. So round and round about we moved until the steamer had passed in and gained a lead of half a mile. Instead of running through all out with the canyon-like walls of the canal echoing to our exhaust, we crept through at three knots.

Swimming is one of the delights of Aegean cruising

At the other end we paid and spread our mainsail and foresail to a helpful westerly—dead astern. The day was even more perfect than its predecessors, if that were possible, with not a cloud in the sky, a ten-mile wind blowing us where we wanted to go and a coldness in the shade of the mainsail which P. L. sought but which I avoided in my effort to get a good coat of tan quickly but painlessly.

When clear of Kalamaki Bay and its remembered threats of vicious north-

(*Continued on page 78*)

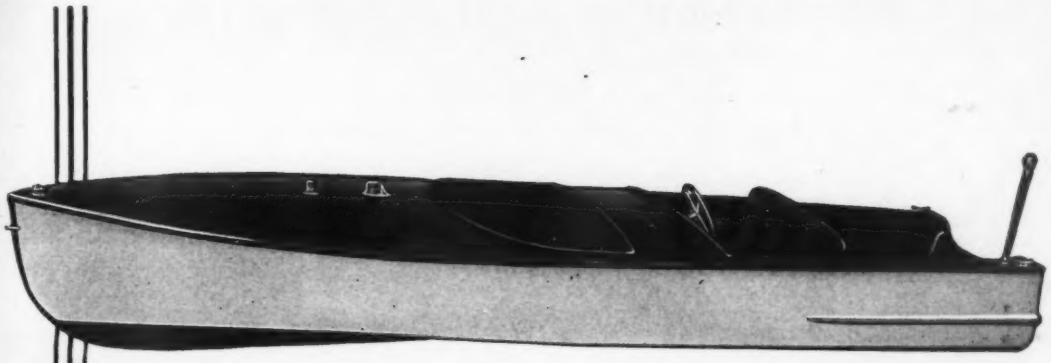

Fig. 439
Swivel Rowlocks
—Polished Brass

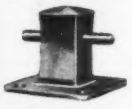

Fig. 4190
Mooring Bitt
—Polished Brass

Fig. 414
Bow Chocks
—Polished Brass

Fig. 401
Boat Cleat—Open
Base
—Polished Brass

Est. 1847

"Built for long life *with few repairs*"

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The Old Town Canoe Company—for years a specialist in the manufacture of small boats and canoes—has kept pace with boating development. Scientific planning by capable architects has produced a line of craft specifically adapted to the use of outboard motor boating. The boat shown above is the All-Wood Sea Model, which comes in 14, 16 and 18 foot lengths.

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Wilcox-Crittenden *Dependable* Marine Hardware

TWENTY-EIGHTH GOLD CUP REGATTA

RED BANK, N. J., AUGUST 16-17, 1930

SUMMARY OF RESULTS

GOLD CUP—625 CU. IN. CLASS—THREE HEATS—30 MILES EACH

Boat No.	Name	Driver	Owner	Total Elapsed Time 1st H.	2nd H.	3rd H.	Average Speed 1st H.	2nd H.	3rd H.
G-14	Imp	R. F. Hoyt.	R. F. Hoyt .	31:45.44	Left Course End 5th Lap		56.679	.....	.....
G-4	Hotsy Totsy.	V. Kliesrath.	V. Kliesrath.	32:21.99	32:06.71	38:49.91	55.613	56.054	46.353
G-3	El Lagartito.	G. Reis	G. Reis	33:16.91	Did Not Finish		54.083	.....	.....
G-27	Scotty Too.	S. Dunsford.	S. Dunsford.	36:34.42	35:07.88	35:58.44	49.215	51.236	50.036
G-10	Miss Phila..	W. Freitag.	J. E. Shibe.	39:26.91	39:56.07	43.23.52	45.629	45.073	41.482
G-22	Red Banker..	J. Banfield..	Holbrook-Banfield	... Towed off course 6th lap					
G-2	Californian..	R. Loynes..	R. Loynes..	Towed off course 6th lap					

	Points 1st H.	2nd H.	3rd H.	Best Time 1st H.	2nd H.	3rd H.	Best Lap Speed 1st H.	2nd H.	3rd H.
Imp.....	400	...	...	2:26.11	.....	.....	61.597	.....	.....
Hotsy Totsy.	361	400	361	2:35.39	2:34.40	2:56.56	57.918	58.290	50.974
El Lagartito.	324	...	...	2:42.64	.....	.....	55.336	.....	.....
Scotty Two.	289	361	400	2:42.13	2:31.54	2:40.67	55.511	59.390	56.015
Miss Phila...	256	324	324	3:11.29	3:15.14	3:10.10	47.048	46.120	47.343
Red Banker.	...	...	...	3:04.82	.....	.....	48.696	.....	.....
Californian.	...	...	...	2:21.41	.....	.....	63.644	.....	.....

Hotsy Totsy first 1122 points, Scotty Too second 1050 points, Miss Philadelphia third 904 points.

NATIONAL SWEEPSTAKES—FREE FOR ALL—TWO HEATS—15 MILES EACH

Boat	Driver	Time 1st H.	2nd H.	Speed 1st H.	2nd H.	Points 1st H.	2nd H.	Total	Position 1st H.	2nd H.	Final
G4, Hotsy Totsy	R. F. Hoyt & Kliesrath..	15:59.70	15:16.80	56.267	58.900	361	400	761	2	1	1
G2, Californian	R. Loynes..	15:52.18	16:08.88	56.711	55.734	400	361	761	1	2	2
T1, Miss Red Bank	P. Proal.	17:38.88	17:29.16	50.997	51.469	324	324	648	3	3	3
19, Rowdy	C. Thompson..	19:25.15	20:08.56	46.345	44.681	289	289	578	4	4	4
30, Imp	W. Buskee..	27:12.08	21:48.05	44.551	41.282	256	256	512	5	5	5
B208, Sparrow V	E. Johnson..	DNF	DNS	.....	.....	...	...	...	..	..	..
33, Miss Mal De Mer	W. Dwyer..	22:05.28	DNS	40.746	.....	225	...	225	6	..	..

INTERNATIONAL CLASS—5½ LITER—15 MILES

Boat	Owner	Time	Speed	Position
J-1, Phantom	L. Brown..	19:36.62	45.894	1

OUTBOARD CLASS A—DIVISIONS I, II, III—5 MILES

Boat	Driver	Make	Motor	Time	Speed	Points	Final Position, Div.
N-194,	G. Knapp,	Century,	Caille	11:09.80	26.873	400	1—I
N-211,	E. Kroepke,	Own,	Lockwood	12:51.76	24.800	361	2—I
N-7,	R. Hatchitt,	Boyce,	Lockwood	13:11.85	22.731	324	3—II
N-117,	S. MacLea,	Wood,	Lockwood	15:38.06	19.872	289	4—I
N-165,	E. Hauptner,	Hauptner,	Lockwood	13:06.36	22.890*	400	1—III
N-2,	P. Sawyer,	Hurter,	Lockwood	DNF	.....	...	....
J-164				DNF	.....	...	....

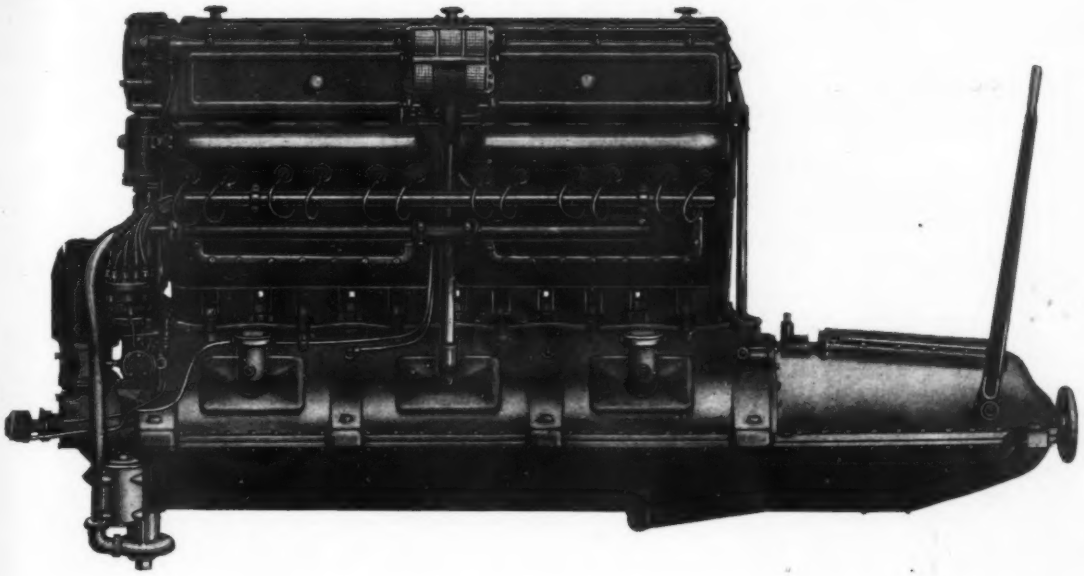
*New Record, Class A, Div. III, 22.890 m.p.h.

OUTBOARD CLASS B—DIVISIONS I, II, III, IV—5 MILES

Boat	Driver	Make	Motor	Time 1st Heat	2nd Heat	Speed 1st Heat	2nd Heat	Total Points	Final Position Div.
F-72,	W. T. Bew,	Hurter,	Johnson	7:57.82	7:55.22	37.671	37.877	800	1—II
N-570,	W. Jankowski,	Flower,	Johnson	8:06.64	8:00.43	36.988	37.466	685	2—II
D-601,	D. Rockwell,	Porteus,	Johnson	8:23.81	8:29.07	35.727	35.358	578	3—II
F-253,	T. M. Schramm,	Hurricane,	Evinrude	8:59.25	8:21.40	33.379	35.899	468	4—II
N-144,	R. Safford,	Stann,	Johnson	8:42.34	8:36.35	34.460	34.860	452	5—II
J-114,	R. Keator,	Century,	Johnson	8:41.58	8:44.59	34.510	34.312	450	6—II
M-2,	S. Nunneley,	Brobeil,	Johnson	8:36.27	9:08.09	34.865	32.841	425	7—II
N-333,	L. Franco,	Oakes,	Johnson	8:04.28	disq.	37.168	.....	361	8—II
N-015,	R. Hatchitt,	Oakes,	Johnson	10:18.15	9:08.32	29.119	32.827	260	9—II
N-717,	A. Klesick,	Own,	Caille	9:40.06	9:12.69	31.031	32.567	225	10—II
N-655,	C. McAteer,	Own,	Johnson	9:18.76	10:52.25	32.214	27.596	221	11—II
N-109,	W. Zweig,	Old Town,	Johnson	8:48.30	DNS	34.071	.....	169	12—II
N-464,	C. Joerger,	Century,	Johnson	10:20.16	11:27.31	29.024	26.192	130	13—II
D-602,	H. Behr,	Porteus,	Johnson	11:47.26	11:26.90	25.450	26.204	125	14—II
J-153,	W. Tobey,	Boyd Martin,	Lockwood	9:14.18	DNS	32.480	.....	121	15—II
D-651,	E. Spencer,	Harrison-Way,	Johnson	10:35.66	DNS	28.317	.....	36	16—II
N-121,	T. Roberts,	Century,	Johnson	8:53.43	8:35.75	33.743	34.900	761	1—III
D-608,	K. Mackenzie,	Boyd Martin,	Johnson	9:38.71	9:41.52	31.103	30.953	648	2—III
N-164,	E. Hauptner,	Own,	Johnson	11:55.26	9:12.86	25.165	32.557	617	3—III
J-65,	E. Ruperich,	Jacoby,	Johnson	9:44.97	9:27.23	30.770	31.733	578	4—III
M-121,	J. Wood,	Brobeil,	Johnson	7:57.64	DNF	37.685*	.....	400	5—III
P-839,	W. B. Tuck,	Ludington,	Johnson	8:41.37	9:00.71	34.524	33.289	800	1—IV

*New Record, Class B, Div. III, 37.685 m.p.h.

(Continued on page 58)



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325 H. P.

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NORTH QUINCY, MASSACHUSETTS

TWENTY-EIGHTH GOLD CUP REGATTA

RED BANK, N. J., AUGUST 16-17, 1930

SUMMARY OF RESULTS

(*Continued from page 56*)

LIMITED 151 HYDROPLANES, TWO HEATS—7½ MILES EACH

Boat	*Driver*	*Time*		*Speed*		*Position*			*Points*		
		1st Heat	2nd Heat	1st Heat	2nd Heat	1st Heat	2nd Heat	Final	1st Heat	2nd Heat	Total
B51, California	R. Loynes	9:12.66	9:04.76	48.854	49.563	3	1	1	324	400	724
B2, Bayhead	C. Ripp	9:12.05	9:14.34	48.908	48.706	2	2	2	361	361	722
B209, Black Hawk	J. Thorpe	9:25.70	9:21.05	47.728	48.124	4	3	3	289	324	613
B1, It	H. Brown	9:09.23	DNF	49.159	.....	1	..	4	400	...	400
B190, Lightning II	V. Cacace	10:08.32	DNS	44.384	.....	5	..	5	256	...	256
B217, Little Shadow	O. Bertelsen	12:50.41	DNF	35.046	.....	6	..	6	225	...	225
B46, Meadowmere	F. Ripp	DNF	DNS	.....	.....	..	..	..	...	...	...
B91, Miss Westchester	E. Hammond	DNF	DNS	.....	.....	..	..	..	...	...	...

INTERCOLLEGIATE—CLASSES C. AND F, DIVISIONS I, II, FIVE MILES.

Boat, Driver, Make, Motor	*Time*	*Speed*	*Points*	*Final Position Class*
J148, W. Fismer, Own, Evinrude	7:28.56	40.128	400	1-C
J114, R. Keator, Century, Johnson	8:56.46	33.553	361	2-C
N644, W. Crawford, Penn Yan, Johnson	7:35.68	39.501	400	1-F
N421, H. Fechtman, Hallock, Johnson	7:38.69	39.242	361	2-F
M1, S. Nunneley, Brobeil, Johnson	11:19.15	26.503	324	3-F
J64, C. Allen, Ludington, Evinrude	DNF	.....	...	...

OUTBOARD CLASS C—DIVISIONS I AND II—5 MILES

Boat, Driver, Make, Motor	*Time* 1st Heat	*Time* 2nd Heat	*Speed* 1st Heat	*Speed* 2nd Heat	*Total Points*	*Final Position*
J144, C. M. Scull, Own, Johnson	7:12.03	7:09.47	41.663	41.912	800	1
C7, H. G. Ferguson, Elsinore, Johnson	7:14.27	7:24.45	41.448	40.504	722	2
J148, W. L. Fismer, Own, Evinrude	7:40.25	7:40.34	39.109	39.101	613	3
J156, B. Davie, Century, Johnson	7:40.97	8:03.61	39.047	37.220	545	4
D55, H. Fuller, Kelley, Johnson	8:07.52	8:08.44	36.921	36.852	425	5
J31, W. Schanz, Kelley, Evinrude	8:16.00	8:08.67	36.240	36.834	369	6
N141, D. Graham, Century, Johnson	7:33.28	DNS	39.710	.....	324	7
M2, J. Nunneley, Brobeil, Johnson	7:45.34	DNS	38.681	.....	225	8
N15, R. Hatchitt, Oakes, Johnson	8:50.51	8:39.51	33.929	34.648	208	9
N26, R. Weir, Flowers, Johnson	9:50.92	8:22.63	30.460	35.811	205	10
P71, G. Smith, Thompson, Johnson	8:30.13	9:37.07	35.285	31.192	202	11
D2, R. Knight, Kelley, Evinrude	8:43.70	9:30.56	34.436	31.547	200	12
N500, F. Crampton, Shaffer, Evinrude	DNS	8:11.16	.....	36.647	196	13
D606, T. Rogers, Kelley, Johnson	7:50.64	DNS	38.245	.....	196	14
K22, J. Venezia, Arrow, Evinrude	DNS	8:39.82	.....	34.627	121	15
J19, S. Crooks, Elsinore, Evinrude	8:46.94	DNS	34.159	.....	81	16
N638, E. Rosenburg, Kelley, Evinrude	9:26.98	DNS	31.747	.....	49	17

OUTBOARD CLASS C—DIVISIONS III AND IV—5 MILES

Boat, Driver, Make, Motor	*Time* 1st Heat	*Time* 2nd Heat	*Speed* 1st Heat	*Speed* 2nd Heat	*Total Points*	*Final Position Division*
J, 48, H. Chance, Harbil, Johnson	7:22.98	7:10.01	40.451	41.859	761	1—III
J105, F. Jacoby, Own, Johnson	7:20.60	7:15.95	40.853	41.289	761	2—III
D123, C. Mason, Porteus, Johnson	7:27.92	7:29.71	40.185	40.025	648	3—III
N105, W. Feldhusen, Boyd Martin, Johnson	7:53.52	7:50.26	38.013	38.276	545	4—III
E909, F. Thomas, Elsinore, Johnson	8:30.40	7:38.61	35.266	39.249	535	5—III
N465, B. Khymer, Own, Evinrude	8:39.33	8:29.48	34.660	35.330	450	6—III
D616, W. Overton, Ollendorf, Johnson	7:17.42	9:35.28	41.150	31.289	724	1—IV
D305, H. Johnson, Own, Evinrude	9:19.52	8:15.35	32.170	36.337	724	2—IV
P839, W. B. Tuck, Ludington, Johnson	8:34.50	9:04.66	34.985	33.048	722	3—IV

CLASS D—DIVISIONS I AND 11—2 HEATS—5 MILES EACH

Boat, Driver, Make, Motor	*Time* 1st Heat	*Time* 2nd Heat	*Speed* 1st Heat	*Speed* 2nd Heat	*Total Points*	*Final Position Division*
V152, E. Lott, Ludington, Johnson	7:21.56	7:01.70	40.764	42.684	613	1—II
N421, F. Fechtman, Hallock, Johnson	7:45.39	6:52.84	38.677	43.600*	596	2—II
J5, W. Pilcer, Helm, Johnson	7:19.18	7:14.20	40.985	41.455	586	3—I
N627, W. Rozett, Century, Johnson	7:20.21	7:52.31	40.889	38.110	468	4—I
N128, H. Schmidt, Own, Johnson	7:38.20	7:41.27	39.284	39.022	421	5—II
N109, E. Langdon, Old Town, Johnson	7:16.39	DNF	41.247	.....	400	6—II
N644, W. Crawford, Penn Yan, Johnson	7:58.88	7:08.30	37.587	42.026	389	7—II
C1, H. G. Ferguson, Elsinore, Johnson	DISQ.	6:59.60	.....	42.897	361	8—II
N237, R. E. Wagner, Fairchild, Johnson	7:51.26	7:50.65	38.195	38.244	338	9—II
M1, S. Nunneley, Brobeil, Johnson	10:24.80	7:08.08	28.809	42.048	305	10—II
P12, R. Quigley, Century, Johnson	7:32.03	DNF	39.823	.....	256	11—I
J140, C. Schwenker, Ludington, Johnson	10:47.95	8:21.87	27.779	35.865	157	12—II
F555, R. Firestone, Ramsey, Johnson	7:53.10	DNF	38.046	.....	144	13— I
N202, E. Creason, Thompson, Johnson	7:54.09	DNF	37.967	.....	121	14— I
N3, P. Sawyer, Hodgson, Johnson	8:00.71	DNF	37.444	.....	81	15—II
J41, D. Hundertmark, Penn Yan, Johnson	8:53.23	DNF	33.756	.....	64	16— I

*New Record, Class D-II, 43.600 m.p.h.

(*Continued on page 173*)

Stewart Nunneley, in his Deke M-1, record-breaker in Class F, Division 3.

Three More Records With Mobiloil

At the 28th Annual Gold Cup Regatta, Red Bank, N. J.—

Stewart Nunneley, driving in Class F, Division II, sent Deke M-1 to a new world's record of 43.247 miles per hour. And—

Henry Fechtman, driving in Class D, Division II, sent his boat, Big Ben II, over the course at 43.60 m.p.h., the fastest time made by any outboard at the Gold Cup Regatta, establishing new world's record.

In Class A, Division III, Edward Hauptner, with Baby Minneford, shattered another world's mark with a speed of 22.89 miles per hour.

Edward Hauptner in Baby Minneford.

Mobiloil **again rides with the record-breakers. It is chosen by motorboat owners everywhere for its greater heat resisting qualities at high speeds, better engine protection and less carbon and ring gumming.**

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See the "Binoctar" and other Zeiss models at your dealer's. Write for literature.

CARL ZEISS, Inc., 485 Fifth Ave., New York
728 South Hill Street, Los Angeles

THE WANDERER—OF LIVERPOOL

(*Continued from page* 50)

the coast, and a man was drowned in the Mersey, not far from the landing stage. It was such wild weather, that (it is said) Mr. Potter recommended to Captain Currie to stay on dock until the Monday, the 19th. According to the story, Captain Currie answered that the 17th of October would be the anniversary of his sailing in the Wayfarer, and that he looked upon it as his lucky day.

Liverpool then, as now, put forth many fine ships each year. The sight of a new ship, setting forth upon her first voyage, was one often seen. I will not pretend that the heart of Liverpool was stirred by the first setting out of the Wanderer. Yet some hundreds of souls in Liverpool had taken part in her building, rigging and loading; and all those who were interested in ships knew her as the finest ship of her year. She was thought of and talked of a good deal. Even in Liverpool a sailing ship of nearly three thousand tons setting two skysails, of a great sheer, and of a noble beauty, was a rare sight. She was the last achievement in sailing ship building and rigging; nothing finer had been done or ever was done.

I tell of her first putting to sea in the lines which follow this.

THE SETTING FORTH

HER builder and owner drank tea with her captain below
He said "Are you bent upon sailing at morning's full flood?"
And Currie, the captain, said "Surely. Determined to sail."
Her owner replied: "It is stormy, and something within
Warns me that worse is approaching; much worse, I imagine.
Stay until Monday, and give the gale time to blow over."

Then Currie replied, "Sir, tomorrow is my lucky day.
The seventeenth day of October, just five years ago,
I first took the Wayfarer out, at her first putting forth.
A fortunate day to a fortunate voyage and ship.
I trust to the luck of tomorrow, and sail, storm or no."

"So," said her owner, "So be it: good fortune go with you.
But still, I am sorry you cannot delay till it clear."

In sunlight next morning they hoisted her colors for sea,
Blue Peter in signal of sailing, red ensign abaft,
High at her main truck her house-flag, the swallow-tailed burgee,
Blue in the hoist, white in fly, at a summit so lofty
That only two ships in the world carried colors more high.

Now with a crying of catcalls and stumbling and swearing
The crew came aboard in the care of the boarding-house man:
They wore the thin cottons and serges of men of the sea
Some carried small kit-bags of canvas, or little roped chests,
But many had nothing but rags and a bottle of gin.
Three only were sober, three Welshmen, who went to their work;
The others, all Sands from North Europe, not knowing a word
Of English, all drunken, some fighting, some screeching, some stunned
Lurched in up the gangway and swore at George Shearer, the mate
Then stumbled their way to the fo'c'sle and screamed till they slept.

The paddle-tug Wrestler arrived at an hour ere flood,
Then slowly the hawser was past and the mooring ropes slackt,
The ship moved away from her berthing, her voyage begun.

In dock, near her berth, lay the famous American ship
The R. D. Rice, lofty and lovely, with three skysail yards.
Her captain, there watching the Wanderer passing to sea,
Cried to George Currie, "I'll bet you a rosy-cheekt apple
I'll be in San 'Frisco before you:" the Wanderers laught
From pride in their racer now trembling to gallop the sea.

(*Continued on page* 62)

Advertising index will be found on 3rd last page

Play British Seaside Courses . . . *in America!*

The smart coach-and-four! That, and the crimson-coated livery symbolic of horses and hounds, are preserved with their traditional English charm . . . in this new Riviera of the North.

WHEN the heat and monotony of inland courses sap your golf game of its zip, come to cool, beautiful Montauk Beach on Long Island's slender tip . . . 125 miles out in the Atlantic Ocean! Two magnificent 18-hole links with soil, turf, topography and setting identical with Britain's famous championship seaside courses. See the sea from every tee . . . and plunge into the pure, sparkling, energizing surf as a cool climax to the last pitch and putt. That, sir, is golf . . . *ne plus ultra!*

Supplement this with . . . 30 miles of bridle paths on heathered downs . . . 1,600 feet of broad boardwalk . . . world's largest glass-enclosed tennis auditorium . . . polo . . . a charming casino . . . a million-dollar yacht basin and club house . . . the finest surf and offshore angling for striped bass, tuna, broadbill swordfish and gamy bluefish . . . the island supper club . . . and the unsurpassed cuisine and divertissements of picturesque Montauk Manor . . . and that, sir, is the ultimate in summer allurements. The ideal spot for a summer home! Easily reached by de luxe trains from New York, by motor or by Long Island Sound ferries. Make reservations at Montauk Manor now or write for illustrated literature.

Montauk Beach Development Corporation, Montauk, Long Island. New York Office, 450 East 52nd Street, Telephone Plaza 0783.

montauk beach

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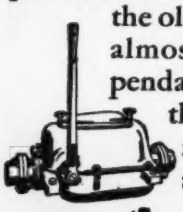
The Safer Buy is the Engine with the Safer Gear

THE REAL, sure test of the Paragon High Speed Reverse Gear has been its actual service—in the motor boats—on the water—under adverse service conditions during the past quarter of a century. And some of the old gears are giving almost the same dependable service today that they gave when new 10-15-20 years and more ago!



The "90" Line PARAGON
Ball Bearing Equipped
100% Oil-Tight Enclosed Models
PARAGON GEAR WORKS
608 Cushman Street, Taunton, Mass.

THE WANDERER—OF LIVERPOOL

(*Continued from page 60*)

Slowly she moved to the gateway that led to the river
The gates were wide opened, beyond lay the fullness of flood.
There on the pierhead, the dock-gate officials and riggers
The stevedores and dockers and penniless seamen were buncht
Watching her ripples advance as she followed her tug.

NOW as that queen of the water went out to her kingdom,
As spear-like for diving the spike of her jib-boom was poised,
Over the paddle churn foam slapping weeds at the dock gates,
And slowly her gazing white woman moved forward in thought
Between the stone walls, and her boys, coiling gear, paused to watch,

A man of that muster of dockers went up to the edge,
And took off his cap with, "Three cheers for the Wanderer": then
All of those sea-beaten fellows swung caps, and their cheering
Sent the gulls mewing aloft: then George Shearer, the chief mate,
Up, on her fo'c'sle, replied with "Three cheers for Pierhead, boys."
The boys and the seamen all swinging caps shouted three cheers.
A man from the pierhead jumpt into the rigging aboard.
She passt in procession of masts through the narrow dock gates.

Now in the river she paused as she swung through her quadrant;
Men hurried to watch her as slowly she headed for sea,
At bidding extending her loitering length of delight.

All of the power of muscle of hundreds of builders
Beating out iron and steel into a straightness or curving,
All of the knowledge and cunning of hundreds of thinkers
Who make from the stubborn the swanlike and sweeping and swift,
All of the art of the brain that had seen her in vision,
Had gone to the making her perfect in beauty and strength.

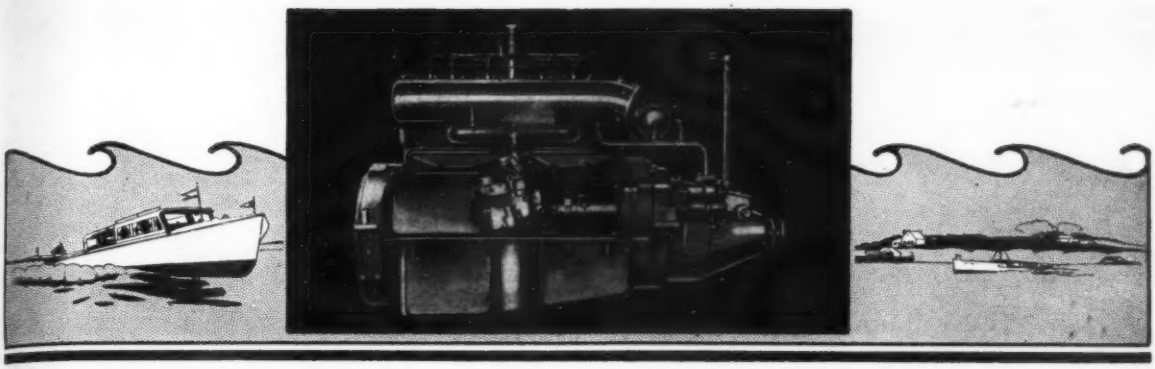
Her black painted ports above black showed the curve of her sheer,
Her yellow masts raked as they rose with their burden of yards
High, high aloft rose her skysails, and over her skysails
Bright in the sun, blowing out, blue and white, were her colors.

As a stallion paws earth at the edge of a forest land,
Snuffing the air as he looks at the grassland below him,
Where all things await him, mares, battles, and clover by springs
And whinnies for joy, with his ears cockt, his crest hackled high,
And trots down to challenge, all trembling, with flame in his eye;
Or as the sea-eagle aloft in his desolate place
In rock, or in air, all intent on the infinite smile
Of an ocean too quiet to blot out the steamer tracks,
Yet sees in that dove-colored quiet the silver gleam go
And launches, exulting, his beautiful body as Death;
Or as in a city beleagured an Angel of God
Moves in the alleys, and eyes bright with famine behold her,
And courage comes out of her beauty and hope from her word,
And as she advances to battle all follow her flag
So trembling and proudly and queenly she trod towards ocean.

Her pinnacled splendor moved westward among the gray gulls
Past steamers at anchor, whose stewards stoppt work as she passt,
Past steamers bound outward or inward, whose horns blew salute,
By barges, tan-sailed, lipping under, and schooners from sea
Past a white-masted ship, towing in, flaunting colours out,
Past Bidston and beaches of pleasure and buoys showing sands
Past these the Wanderer towed, west for the desolate bar.

(*Continued on page 64*)

Advertising index will be found on 3rd last page



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Each of these famous builders of standardized boats is a large user of Chrysler Marine Engines

The instant acceptance and growing success of Chrysler marine engines is the surest evidence of unusual quality and performance ability. «« Chrysler marine engines are designed, built and tested solely for use in motor boats—and the vast production and purchasing facilities of Chrysler Motors enable the public to enjoy substantial savings in the cost of these quality power plants. «« For further information, address the Amplex Manufacturing Company (division of Chrysler Corporation) Detroit, Mich., or any of the distributors listed below.

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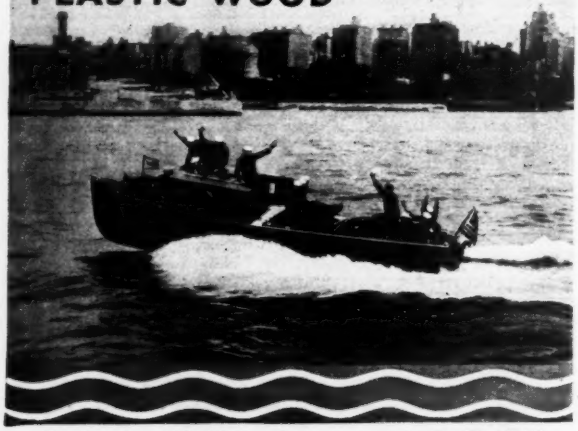
CHRYSLER MOTORS PRODUCT

THE
BEST OF
BOATS
ARE KEPT BEST WITH
PLASTIC WOOD



Designed and built for deep sea work, the Banfield Sea Skiffs are noted for their ability to meet all weather conditions safely and comfortably.

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Manufacturers of
Banfield SEA SKIFFS

In heavy seas a smaller boat runs risk from floating driftwood, coming alongside larger yachts, etc. For the damage done to planks and decks, particularly to mahogany, the Banfield Sea Skiff Works use and recommend Plastic Wood for permanent invisible repairs.

In ship construction, too, Plastic Wood, that handles like putty and hardens into solid wood, lends itself to many economical, stronger jobs. It adheres lastingly to wood or metal, is waterproof and weatherproof, takes paint or varnish perfectly, can be sanded to a hair edge, and worked with any tools.

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At Ship Chandlers, Hardware and Paint Stores

Our Engineering Department will gladly answer any specific questions as to the adaptability or use of Plastic Wood in Boat Repair or Construction.

Send for free 24-page booklet on Plastic Wood for Boat Repair and Construction

ADDISON-LESLIE CO., 2f Bolivar St., Canton, Mass.

THE WANDERER—OF LIVERPOOL

(*Continued from page 62*)

NEXT morning beheld her still towing, her pilot discharged,
Clear weather and moderate wind with the southern sky dark
And promise of worsening weather and freshening wind;
Day-long the heaven grew grayer with gathering storm
Coming with evil of water and evil of moaning
Of wind in the rigging beginning and seas ridging white,
Noontide was pastime of stubbornly butting the hillocks;
But ever the tempest advanced and the hillocks grew steep.
The spurtles of sea from her scuppers were wetting her decks
In her descendings, the fire-bright shreddings of spray leapt
Over her fo'c'sle; her sails, not yet loost from the gaskets,
Darkened with rain and were dripping; she shone from the wet
And southward she laboured, with shoutings when watches were set.

Ere twilight came shrieking, the Wrestler made signal to say
"Holyhead's yonder abreast: shall we put in for shelter?
A dangerous sea is now running and stopping our way."
And Currie made answer, "Keep towing: we will not put in."

So on they kept towing in sight of the mountains of Wales
Dark on the anger of heaven; the darkness came early
With streakings of flame in the west and then darkness indeed,
Moonless and starless a lightning-blencht blackness of tumult,
With seas roaring out from wind roaring, and wind in the shrouds
Shrieking, and iron blocks batting, and swinging ports streaming
And smoke streaming from her, the ship shattered water like smoke.

ONWARDS she weltered astern of the labouring Wrestler
On, in the teeth of the storm in a blackness so utter
That no gleam was seen save the romping white races of waves
Rushing up, under the sidelights, to thunder down deckward
And hiss out of white into blackness and slowly pour free.
Both of the fo'c'sles were flooded; the draggled drunk seamen
Curst, as the bursting salt water made sodden their pallets,
The night was all anger all banded to stop her advance.

And like a red stag of the forest, who comes from the glens,
Tossing his many tined antlers, adventuring softly
Downhill to the beeches, from hunger of salt of the rock,
And there is engulfed in a quicksand all sodden with well-springs
And struggles, but cannot escape, being sunk to the knee.
So struggled the Wanderer, held by the rush of the storm.

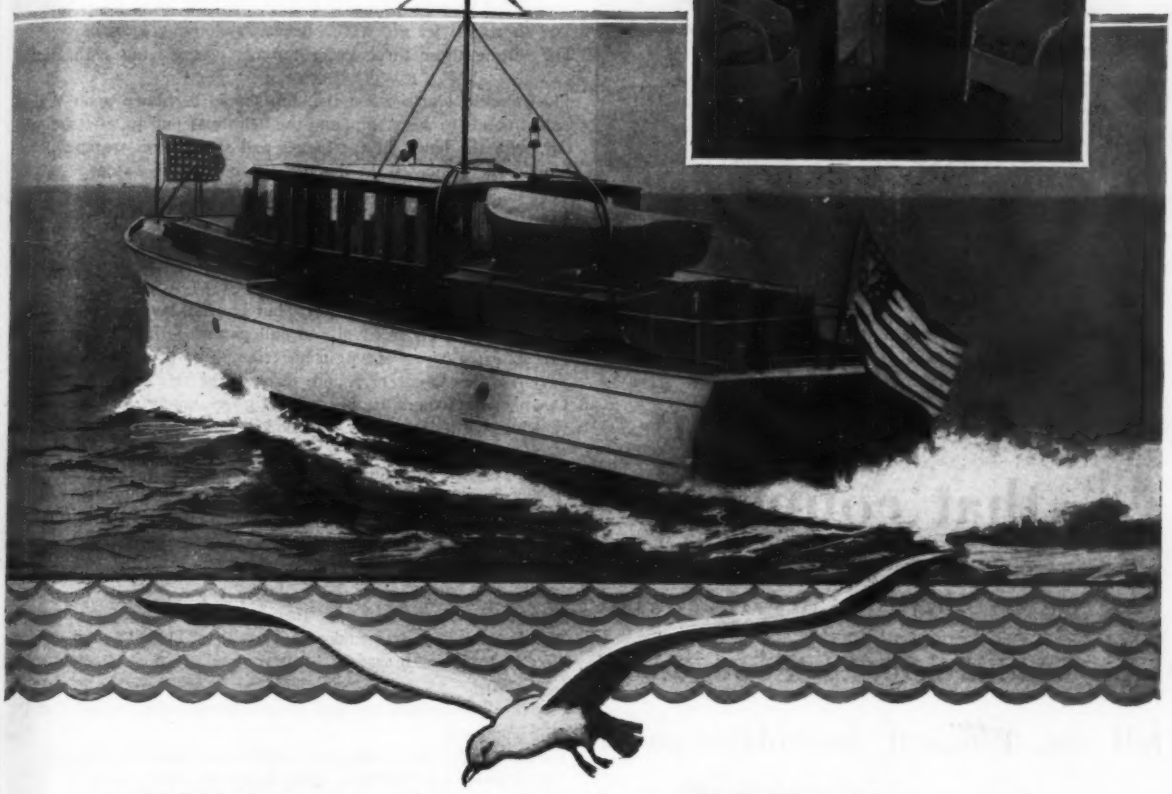
In darkness of tumult the danger came suddenly down.
Some sudden attack of the sworders that smite from the wind,
Some gallop of spearers that smite upon ships from the sea,
No man beheld it, or heard it, or knew it; but sharply,
Suddenly, somehow, the steel-towing hawser was broken
Snappt, in some heave or descent, and, as suddenly, danger
Leapt at those vessels; the Wrestler was towing no longer
But prone on her broadside as helpless as blossoms in weir,
As may-blossom caught in a current and whelmed in a sluice;
Swept from the Wanderer far, to the brink of destruction,
While she, the fair Wanderer, wallowed, not under command,
In breakings of billows that lifted her ropes from her rail.

Then Currie gave order, to get the ship under her sail.
But most of the seamen were drunken and lying asleep;
The others, all new to the ship, in the blackness of storm
Divided, the some to loose topsails, the rest to sheet home.
Some loost the three topsails and lingered to overhaul gear
But all the sails thundered and bellied aloft like blown flags,
And streamed out to leeward with roaring of quick cannonade

(*Continued on page 66*)

Advertising index will be found on 3rd last page

Queen of Cruisers
Burger "46"



NOTHING that we might say of the *Burger* "46" could possibly be as significant, or demonstrative of royalty among cruising yachts, as the enthusiastic praise of delighted owners. For beauty of design, comfort, cabin arrangement, privacy, luxurious fittings and equipment, ease of handling and sturdy, all-weather seaworthiness, there is none that surpasses the *Burger* "46" . . . As for you, we prefer to let the *Burger* "46" speak for itself. So we have compiled a liberal collection of photographic reproductions—both interior and exterior—and arranged them all in an interesting, attractive, mammoth folder in colors, entitled "*The Masterpiece of a Pioneer Boat Builder.*" After checking the photographs with the accompanying specifications and brief descriptions, you will understand why so many experienced boat owners prefer the *Burger* "46" . . . We shall gladly mail you a copy in exchange for the coupon below—no obligation except sincere interest.

BURGER BOAT COMPANY, *Manitowoc, Wisconsin, U. S. A.*

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BURGER BOAT COMPANY
Manitowoc, Wis. (MB-3)

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All thru the Race
it's your engine that counts

Ask the winner of any race what brought him victory. "Power," he'll tell you. Efficient, dependable power that gives speed and certainty of operation to your craft . . . that's what you seek whether you race or merely knock about . . . and that's what Vimalert with 425 H. P. gives you . . . POWER transformed into *smooth* and *positive* performance!

THE VIMALERT COMPANY, Ltd.
835 Garfield Avenue
Jersey City **New Jersey**

THE WANDERER—OF LIVERPOOL

(*Continued from page 64*)

The chains of the sheets flying skyward in showers of sparks
Tugging their leads like mad horses and shaking the ship;
For those upon deck standing ready to sheet the sails home,
Had all been flung headlong from footing by sea after sea,
And rolled in green water in scuppers with floating ropes' ends,
The sheets all let go, were unroven and flying aloft.
The setting those three lower topsails was playing with Death.

Then Currie, alarmed lest the ship should be blown upon Wales,
Called hands to wear ship, and the helm was put up, and she paid
Off, with the hands at the braces and steady eyes watching,
Slowly she answered, in thunder on thunder of water
That flooded the line of drencht men at the weather main brace.
Then much as the stallion that follows the hounds, being held
By one full of caution, goes steadily up to the jump,
Some red-berried blackthorn with thrushes' nests still in its twigs,
And there flings his rider away, but himself laughs aloud
And kindles from freedom and gallops with stirrups aloft
Free in his glory of speed, in his triumph of power,
So went the Wanderer round, through the staggering moment,
Down in the trough, to emerge and go galloping on
Roaring, high streaming, full-flooded, to head to north-westward.

BUT as she came hurtling to windward, her topsails, all three,
Split into ribbons and rags like to battle-torn banners,
And crash came their gear from aloft on the roof of the house
Over the heads of the helmsmen who screamed in their terror
Lest they should be stricken, while steering, like rats in a trap.

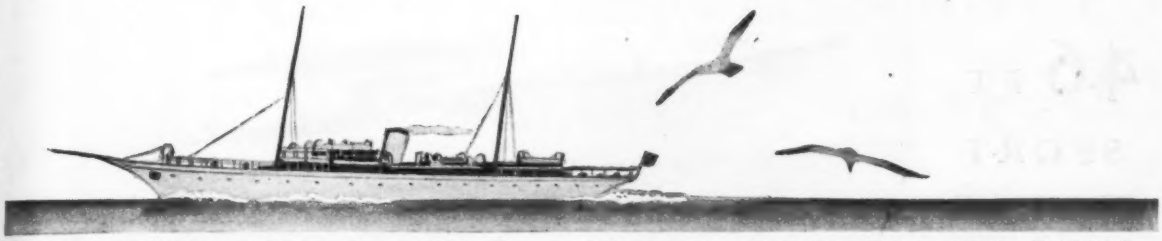
George Currie himself took them aft to the ship's after-wheel,
And set them to steer under cover with: "There, my men; now
You'll steer her in safety,"—they stood at the wheel steering hard,
Heaving the wheel up and down, though the wheel for the moment
Had not been connected; the pintles were presently shipped.
The thunder and lightning made battle in heaven above.
Now, as she laboured, deep-rolling, unsteadied by canvas,
All of her high foretopgallant mast suddenly snapping
Short, at the cap, with its yard and the royal and skysail,
Crasht from its splendour, collapsed in its rigging and swung there,
Raining down gear upon deck, blocking the weather fore-shrouds.

Then Currie gave order to light the red lights of distress:
The engineman ran to the lamp-room and lighted the lamps,
And carried them aft, there to hoist them aloft at the peak;
But as he was hoisting, the flames were blown out in all three,
He had to return to the lamp-room to light them again.
He was a faithful good servant to Potters, the owners,
Had wrought for them many long years in the Liverpool Dock,
But this was his first going sailing to sea in a ship.
Three times like a fighter he struggled down aft with the lamps;
Thrice, as he hoisted, the wind licked the flames from the burners:
The fourth time he hoisted, the spanker-gaff crasht overboard,
Taking the lanterns along with it under the water.
"O Jasus," the man said, "Thank Jasus, that job's at an end."

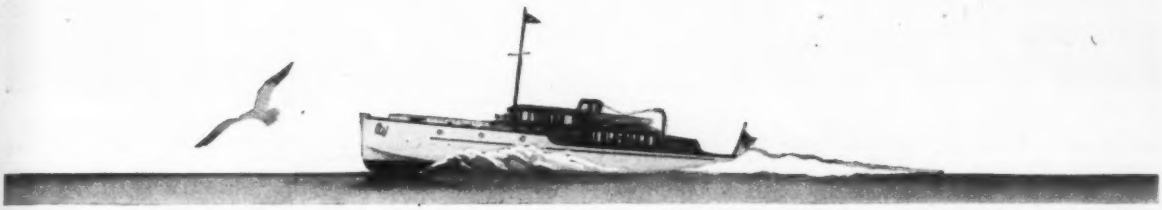
Shearer, with all he could gather of seamen and ship's boys,
Waded out forward to set inner jib and forestay sail;
The jib was cast loose, but the halliards were jammed in the throat,
By some of the tangle of gear flying loose from the smash.

(*Continued on page 70*)

SILENCERS . .



FOR THE LUXURIOUS DIESEL DRIVEN YACHTS,



THE COMFORTABLE AND SPORTY CRUISERS,

AND THE SPEED BOAT TYPE OF RUNABOUT.

THE MS MAXIM SILENCER COMPANY
Marine Sales Division
HARTFORD, CONN.

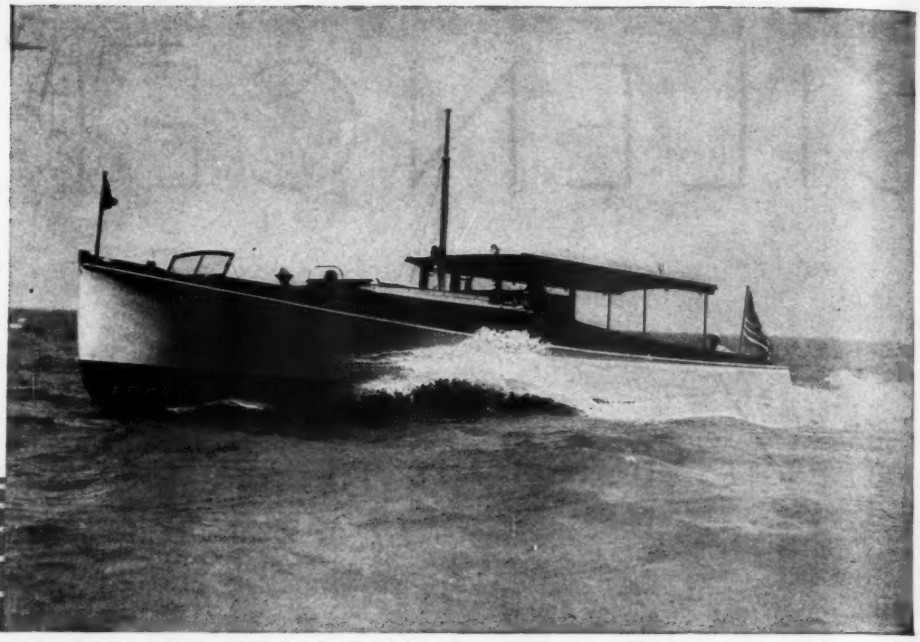
Aboard these boats passage need not be interrupted by unpleasant noises coming from the exhausts. Standard Maxim Silencers have quieted the throbbing exhausts of thousands of pleasure crafts from the gigantic yachts of the "Cambriona" and "Rene" type to the smaller boats in the thirty and forty foot class.

Maxim Silencers, for exhaust and intake noises of engines, have been installed in all types of boats for many years. Available in standard stock sizes at your marine dealer—ready for immediate delivery—the larger sizes easily installed on your boat within twenty-four hours after delivery to your shipyard.

Include in your request for the new, interesting marine brochure, your engine specifications.

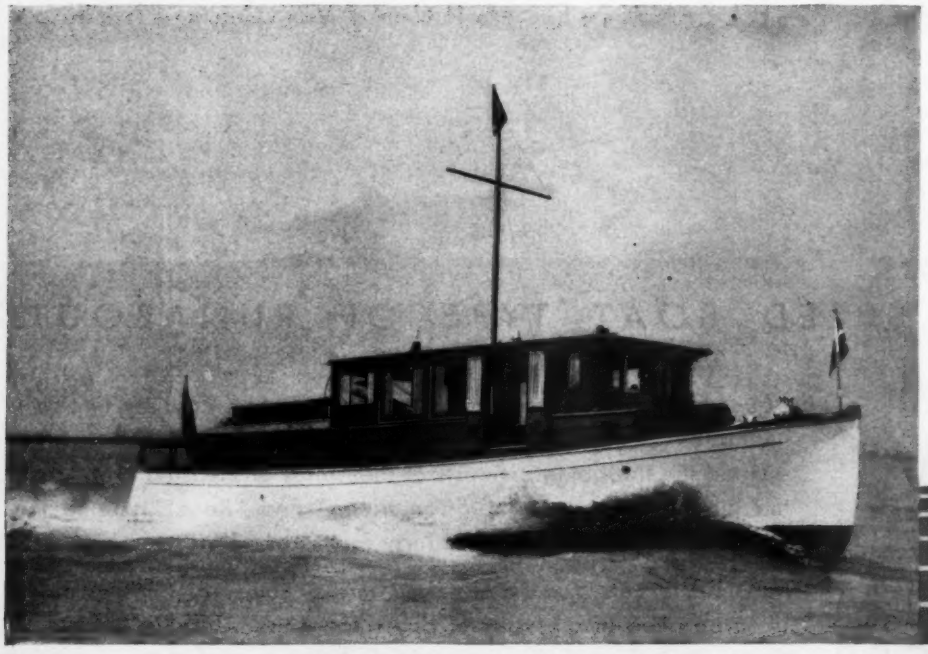
IMMEDIATE DELIVERY CAN BE HAD ON SILENCERS FOR ALL TYPES OF MARINE ENGINES

46 FT SPORT CRUISER



If you want real cruising action—standard speeds up to 20 miles per hour—hull qualities that will weather any storm—cabin luxuries and a spaciousness that just compels enthusiasm—you'll find this Matthews "46" Sport Cruiser the trimmest, keenest craft you ever hoped to have at your command. Forward riding cockpit, berths for four, an extra large after deck provide your family and guests with every comfort and convenience.

38 FT. DAY CRUISER



To share your boat with a party of six, ten or even fifteen guests aboard is often the wish of the genial yachtsman who likes to play host to his friends. The Matthews "38" Day Cruiser with enclosed bridge deck is designed to meet these occasions. Full sleeping and cruising accommodations for two or four are included in the design to successfully serve your overnight needs or an extended cruising trip. With abundant room, standard speeds of 14-15 m.p.h. are provided.

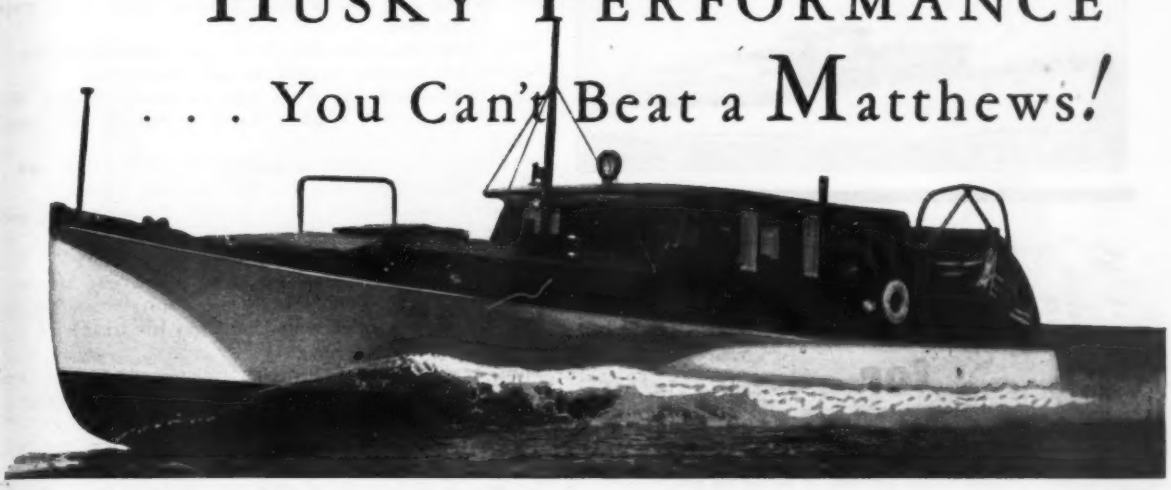
MATTHEWS have long since recognized the fairness and equity of the demand for immediate deliveries. It is seldom that a buyer need wait for his Matthews Cruiser. This fact coupled with the advantages of stock design, the tremendous savings that can be effected and the acknowledged strength and staunchness that is built into every Matthews hull has won the confidence and respect of yachtsmen the country over. Consult your nearest Matthews dealer, or write us direct for full particulars.

"Matthews 38"

MATTHEWS "46"

Advertising index will be found on 3rd last page

When It Comes to HUSKY PERFORMANCE . . . You Can't Beat a Matthews!



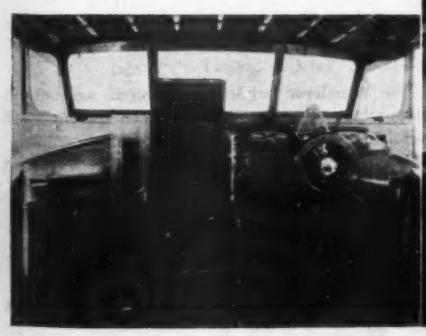
The first requisite—the one important characteristic of a cruiser must be ruggedness. Every rib, every plank, each knee and joint must withstand the greatest possible strain a boat can be put to—not once—but time and time again—year after year. Who is there to say how stout the frames should be? How heavy the stem, keel, planking? How close the tolerances in the thousand and one operations entering into cruiser construction? Who, but the builder! And experience dictates his decisions. The husky Matthews which is capable of riding out the worst storm that blows—that can likewise show a clean pair of heels in the tests of competition—is the culmination of 39 years of boat building experience. An experience covering the designing and building of by far the largest number of stock cruisers in America. From the country's wealthiest men, who often own several fine boats, to the man who may be straining a point to enjoy the delights of cruiser ownership, their choice and preference have come naturally to center on one of the ten trim 38- or 46-foot Matthews Stock Cruisers. Let us send you the descriptive literature today without delay.

"38" Sedan 46

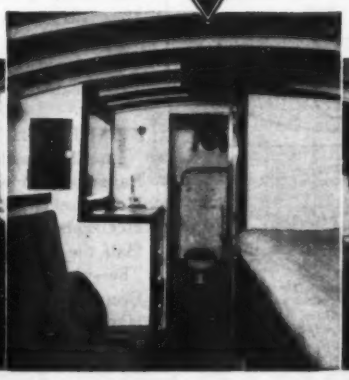
THE MATTHEWS COMPANY

Designers and Builders of Boats of Distinction . . . Since 1890

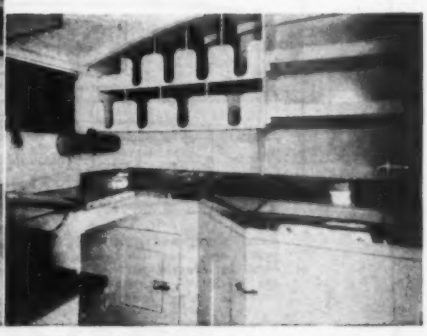
304 BAY SIDE, PORT CLINTON, OHIO



Navigating a Matthews is no trick at all. Every control is simplified and within reach of the helmsman to make docking and maneuvering as easy and certain as parking your car.

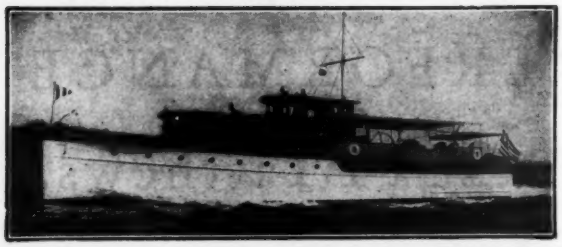


The luxuries of the double cabin Matthews series of 38- and 46-foot models cannot be denied. Optional arrangements provide you with custom-built luxuries and comforts.



The galley of any Matthews Cruiser is a sight to gladden the eye of any woman. It is adapted to those men who are interested in preparing their own meals when circumstances dictate.

SALES AND SERVICE—The Barret Co., 112 Second St., Louisville; Belle Isle Boat & Engine Co., 8777 E. Jefferson Ave., Detroit; Boardman & Flower, 1740 Van Ness Ave., San Francisco; Bruns, Kimball & Co., Cor. 5th Ave. and 15th St., New York City; Floodgate Motor Boat Sales Agency, 14th and Water Streets, Washington, D. C.; Wm. V. Masson, 1619 Baltimore Trust Bldg., Baltimore; Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill.; Walter H. Moreton Corporation, 1043 Commonwealth Avenue, Boston; Sampson Electric Co., 3201 South Michigan Avenue, Chicago; J. A. Scarlett, 436 East 2nd Street, Cincinnati; R. Sealy, Commerce Building, Galveston; Robert V. Staats, 675 South Park View, Los Angeles.



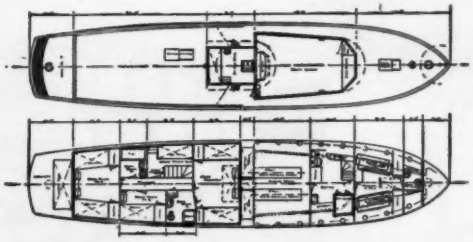
Order Now for Florida Delivery

Now is the time to place your order for the boat you want to use in Florida waters. Our standardized 77-footer, built originally to individual specifications, is constructed in strict accordance with the highest class practice in yacht designing. It is steady and reliable under all weather conditions, thoroughly seaworthy, and built for long hard service. It has extraordinary grace of line, it is speedy, beautifully finished, with furnishings and equipment found only in yachts of much larger dimensions.

It will pay you to visit our Shipyard and examine this wonderful boat at your leisure and test its performance on the water. Telephone for an appointment. Full details, exterior and interior views, prices, etc., furnished on request.

SPECIFICATIONS

16-foot Beam
Double-planked Hull
Decks of Teak
Houses of Mahogany
Two Double Staterooms
Two Single Staterooms
Two Bathrooms
Combination Dining and Living Room
Large Deck House
Captain's Stateroom adjoining Pilot House
Galley running full width of boat
Quarters forward for Crew of Four
Frigidaire Ice Machine
Decatur Pressure Water System
110-volt Electric Generator
Bilge Pump
Electric Windlass
15-foot Tender
12-foot Dinghy
Unusual Appointments and Refinements
Powered with either Gasoline or Diesel Motor



Ever since we started business over thirty years ago, our Custom-built Department has been an integral part of our organization. We are ready to submit plans and specifications covering your individual ideas and desires.

The New York Yacht, Launch & Engine Co.

Morris Heights, New York City

Phone: SEDgwick 4880

THE WANDERER—OF LIVERPOOL

(*Continued from page 66*)

Still it was vital to get the jib hoisted and sheeted:
The ship might be lost if she were not brought under command
Who would go up to that ruin of swinging ship's wreckage
To clear what had jammed? Then Tinsley, the eldest apprentice
Went up the weather fore-rigging as high as the cross-trees
And cleared what had jammed, dodging Death as he groped in the dark.
Then, as he came from aloft, heavy gear, swinging blindly,
Battered him senseless to deck; he was taken below.
Then, sunken waist-deep at the rope, all the rest, singing "Ho!"
Hoisted the staysail, which scattered to rags as they hoisted.

FOR now the full fury of tempest was smiting them sore
Heaving the gasketted sails into tattering ribbons,
And streaming all ropes out to leeward like pennons of pride
Over the shriek of the gale and the roar of the billows
Beat the continual death-drum of iron sheets smiting;
Chain sheets and blocks smiting masts as a riveter hammers,
And blocks broken loose from the upper spars hitting the poop.
The ship was not under control: she was labouring hard.

Then, as she laboured, her high maintopgallant mast parted
Snappt at the cap, like the fore, and collapsed in its rigging,
Down crashing with royal and skysail to ruin the crane,
And gear of the main topsail-yards, bending iron like clay.
Crashing, the mighty spars fell to the length of their tether
To swingle aloft in the rigging and smash all they met.
Green water broke darkly aboard, for no canvas was set.

Now panic came over the seamen, who scattered below
To hide under bunks in the fo'c'sles, in nooks, behind chests,
Anywhere sheltered and dark to be out of the danger.
The mates in the full flooded fo'c'sles pursuing the men
Dragging them from hiding on deck, but they fled back to hiding;
For men upon deck saw the terrible pendulums swing,
All the wreckt spars swinging over like devils destroying,
Ripping their canvas to ribbons and suddenly stopping.
Smash, at the end of a roll, shaking all the ship's fabric.
Those swinging destructions brought terror to all but the best.
Then, as George Currie stood, letting off blue lights, amidships,
Hoping some steamer might see them and come with assistance,
The swinging main skysail swoopt over and struck on his head.
Men laid him, still breathing, full length on the table below,
Where Tinsley lay senseless with five other suffering men.
Then down came the mizzen topgallant, snappt short like the main.

THERE lay the Wanderer helpless, sea-beaten, sail-tattered,
All three topgallant masts broken and swinging aloft still
Raining down pennants and blocks as they tore off in rolling,
Her spanker gaff vanisht, her jiggermast bent with the strain,
Her captain unconscious, six seamen disabled from wounds,
Half the rest drunken or mutinous, hiding below deck,
The ship heading hither and yonder hove-to with a cloth,
Beaten rail-under by tempest and deluged by billows,
Her mate lighting blue lights and rockets in sign of distress.
The Codling Bank Light showing danger to leeward and near.

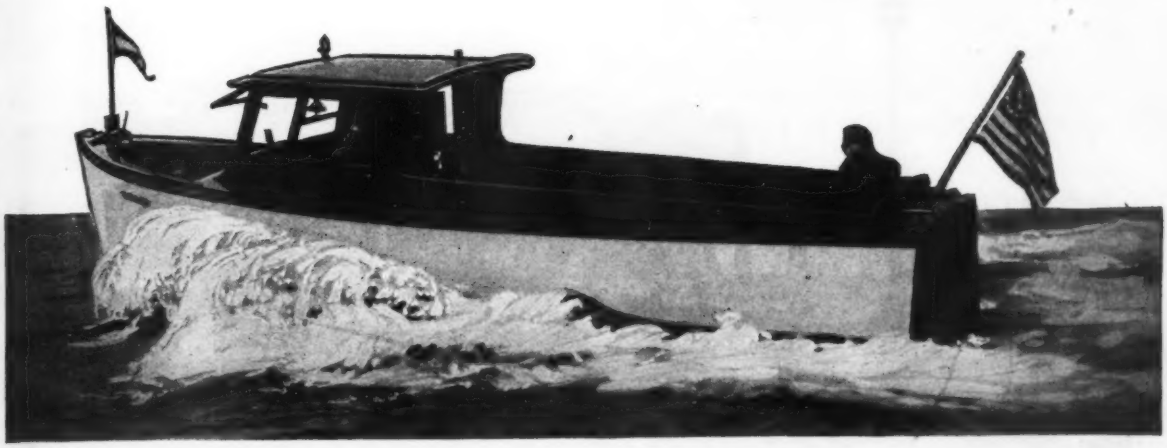
Just as the middle watch ended, her signals were answered;
The small coasting steamer, Merannio, offered her help,
And lay by with signals and waited for morning to dawn.

Soon after this hailing, the Wanderer's captain, George Currie,
Died on the table below; he was known among seamen
As one at his best in a gale driving on under sail;
As learned moreover; a perfect sea captain; and kind;

(*Continued on page 74*)

Advertising index will be found on 3rd last page

WHEELER PLAYMATES



SMART-SPEEDY-SAFE

Wheeler "Playmates"—from the time of their introduction—have been recognized as the most satisfactory water craft built. They embody every feature demanded by men who know boats.

In every "Playmate"—from the snappy little 22-footer to the luxurious 47-foot Cabin Cruiser—you find those desirable elements of smoothness, quietness, steadiness and comfort. They are designed with an idea of utilizing every available square inch of space; they are constructed of tested and proved materials; they are finished and appointed in perfect taste. The result is guaranteed satisfaction.

You are cordially invited to visit our Shipyard and inspect Wheeler "Playmates" at your leisure and test their performance on the open sea. At least write for our beautifully illustrated Catalog showing exterior and interior views of the fifteen models.

Write for Catalog "A"

WHEELER SHIPYARD

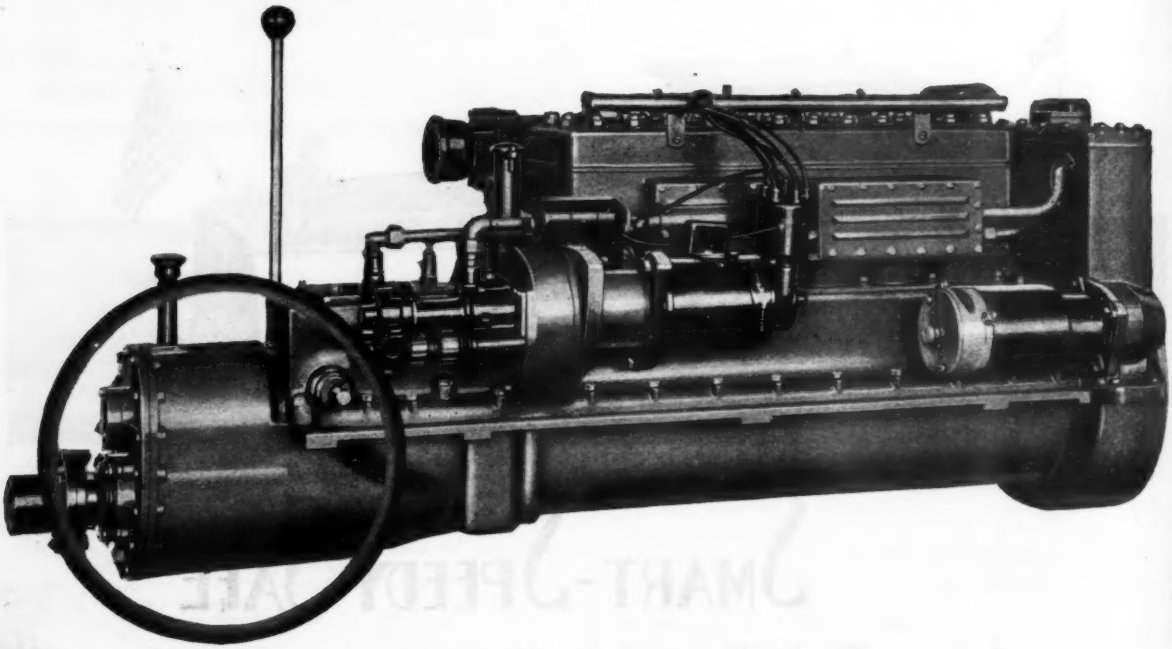
FOOT HARWAY AVENUE

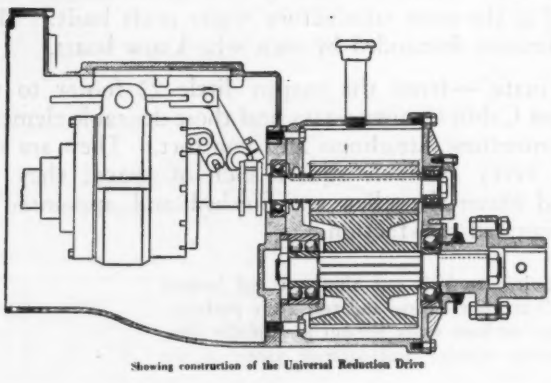
BROOKLYN, NEW YORK

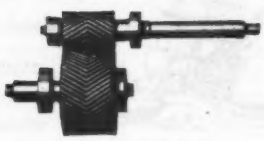
PHONE MAY*flower* 7600

YOU CAN DRIVE HER

. . . with the Universal



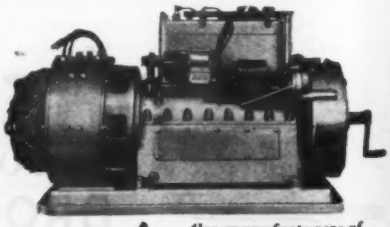




Showing construction of the Universal Reduction Drive

There's a Universal to meet your needs

Three Blue Jackets	40-44-47 HP
The Single Cylinder	6-8 HP
The Flexifour	10-15 HP
The Super Four	35-50 HP
The Sixes	77-88 HP
The Eight	115 HP



Universal Motor Co.

Also manufacturers of
MARINE ELECTRIC PLANTS
1½—3—4—5—7½—10—15—20 kw.

Advertising index will be found on 3rd last page

BETTER AND CHEAPER

Silent Reduction Drive Motors

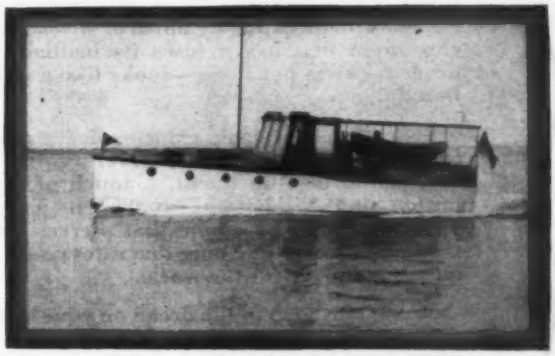
In pulling, in driving into the teeth of storms, in crowded anchorages, in races —everywhere, boat owners are learning the advantages of the Universal Silent Reduction Drive.

Universal Reduction Drives are built-in on each of the models in the Universal line (except the Blue Jacket). The gears are designed especially by Universal engineers to operate as units with Universal Motors. They are built for long life with extra-wide gear faces (5½ inches), with all thrust absorbed on a thrust bearing rather than on the gear. For five years, Universal Reduction Drives have been delivering 100% satisfactory service.

Wouldn't you like these advantages in your own boat?

1. **Lower first cost than direct drive motor of sufficient power to turn the same propeller.**
2. **Lower operating cost.**
3. **Smoother operation because of small bore and stroke.**
4. **Easier maneuvering because of large propeller and highly flexible motor.**
5. **Wider speed range — high top speeds and smooth slow speeds for trolling or just loafing along.**
6. **Less weight and less space.**
7. **Simpler, less expensive maintenance.**

Universal offers you all these advantages plus the respected superiority of Universal's 100% marine design and 100% marine construction in its motors.



The "Eugenia VI", a 38' heavily built cruiser, powered with a Universal Six-75 Reduction Drive Motor. Following the Philadelphia Yachtsmen's Club 350-mile Ocean Race this year, in which she won the Time Prize, the owner, Dr. Eugene Swayne, wrote us in part:

"We left Philadelphia and from the starting gun, until we finished, there was not one miss, notwithstanding we had head seas for 22 hours going down the coast of Maryland and Virginia.

"The average speed of the motor was 2,400 and we turned up a 26 x 24 three-blade wheel, and our average speed for the entire course was 9¼ KNOTS.

"Yesterday, we brought the boat home over the same course, but only ran her at a top speed of 1,800 R.P.M. I am very much pleased with the engine; hence, this letter to you."

Universal MOTOR CO.

UNIVERSAL MOTOR COMPANY
210 Harrison Street, Oshkosh, Wis.
New York Showroom: 44 Warren St.
London Showroom: 22 George St., Hanover Sq. W.

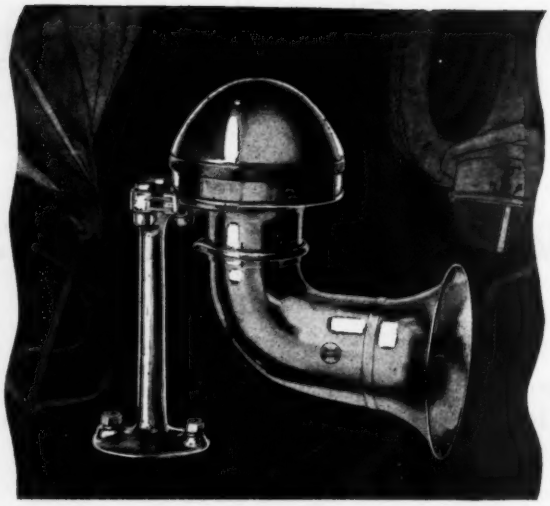
UNIVERSAL MOTOR CO.
210 Harrison St., Oshkosh, Wisconsin

Please send me your 1930 year book containing 40 pages of valuable data on the new Universal Motors and their use.

Name .....

Address .....

City ..... **State** .....



The Newest Gem of the Ocean

A dashing, flashing beauty—this Robert Bosch Vibro-Balanced Horn. It's trim and rakish, with an enduring finish of silver-like chromium that never loses its brilliance, never requires polishing—looks like a million dollars.

Beneath its glittering exterior lies a perfect horn mechanism that never requires lubrication or adjustment. A touch of the button and—"B-e-e-e-p"—warns its commanding tone . . . a tone that pierces the thickest weather . . . a tone that rates respect on any waterway in the world.

Mount this gem of the ocean on your boat . . . and it's good for years of service. For it's windproof, waterproof, weatherproof. It just seems to thrive on salt air and salt water.

Robert Bosch Vibro-Balanced Horns come in polished brass and black enamel, as well as in chromium. See your dealer, or send for the Robert Bosch booklet describing the principle of Vibro-Balance, which will give you the utmost in horn protection.

All Robert Bosch Vibro-Balanced Horns bear the full name "ROBERT BOSCH" and this trademark of Robert Bosch A.-G.

ROBERT BOSCH MAGNETO CO., INC.
3603C Queens Blvd., Long Island City, N. Y.

Robert Bosch
Vibro-Balanced
HORNS

THE WANDERER—OF LIVERPOOL

(*Continued from page 70*)

Strict, never swearing; a trainer of many fine sailors.
Death, and his comrade the sea, took him into their quiet.

When morning from wind-harried heaven showed wing-shattered sea
The steamer drew nearer attempting to take her in tow,
She hove up to windward and fired her rockets with lines,
But time after time, ere the hawsers were fast for the tow,
The Wanderer's sheerline bowed into the run of the sea,
And lipped up the living green water, and rising, deep filled,
Streamed with bright water and plunged, snapping hawsers like pack thread.
They laboured all morning while slowly the tempest blew by.

At last, when the hawser was passed, the Merannio moved
Westwards, to tow her to Kingstown, and heaven's face altered
And sunlight came squally with showers of violent rain
And blue sky grew brighter and seagulls adventured to sea.
At moonrise the tug Flying Spear helped the towing-up-tide
By moonlight next morning they moored her and made her secure.
And morning came quietly in upon sandals of peace,
The maiden-eyed morning who wakens the birds in the dew.
With grayness in heaven, and silver in streaks on the sea
She came to that harbour of rest where the Wanderer lay
And shone on her ruin all scurfing with patches of salt
Till shadows of beauty were tranquilly stirred at her side.

And weary-eyed men came on deck in the peace of the dawn;
All softly they laboured, all silent, as men in a dream,
As men in a snow in the winter, that muffles all noise.

As gently as rain in the summer those sea-beaten men
Blest her with service, securing the wreckage aloft
And mutely removing the ruin that tempest had wrought.
So dumbly, with depth of devotion will men serve a queen
Whose crown has been lost in a battle, whose beauty remains,
Who rules still by beauty, wherever her crown may have faln.

So hushtly, not speaking, in fear they should waken the hurt,
They tiptoed from cleansing to coiling till all was achieved,
They then crept below upon tip-toe, not liking to speak.
The smoke from the galley went peacefully up to the sky.

* * * * *

Not all was accomplisht, for Shearer went aft with the boys
And hoisted her colours half-mast to the shattered masthead;
Then all day in silence they kept seaman's watch by the dead,
With tears for the captain laid dead there, with prayer for his peace.

(*To be continued*)

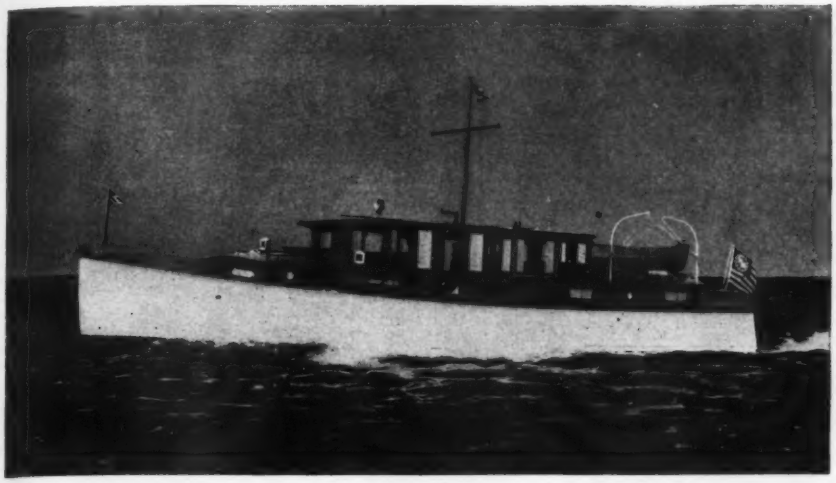
CANOE TRIPS IN CANADA

Canada, with its innumerable lakes, rivers and streams, renders accessible to the canoeist vast areas of country possessing unequalled beauty. Away from the main waterways, winding through tree-shaded rivers, where fish are in abundance, negotiating rapids and camping over night under cover of the forest, the angler or sportsman is afforded a most delightful experience.

As a guide to those planning such a trip, the Department of the Interior at Ottawa has prepared a series of four booklets entitled Canoe Trips, covering the Maritime provinces, Quebec, Ontario and Western Canada. The booklets contain information concerning a selection of trips, giving in each case the total mileage and approximate time required to complete the journey.

Copies of the booklets can be obtained without charge from the National Development Bureau of the Department of the Interior, at Ottawa, upon receipt of particulars as to the area in which the applicant is interested.

Advertising index will be found on 3rd last page



Many Matthews Models are LUX equipped

LUX Protection *means* Cruising Safety on Matthews Cruisers

AS SUMMER draws to a close fire continues to take its unnecessary toll from those who seek recreation on the water. Nine times out of ten fire on an unprotected craft ends in disaster—but on nearly 2000 boats, equipped with LUX, fire has never spoiled a cruise.

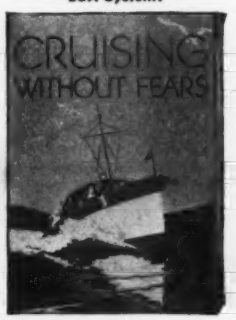
For LUX and safety from fire at sea are synonymous.

1. LUX smothers, instantly, all gasoline or oil fires in engine space, galley or bilge.
2. A control handle located safely outside the fire area releases the gas without exposing the operator to the flames.
3. The harmless LUX gas leaves no damaging after effects.

Many Matthews cruisers are LUX protected. And on the boats of 12 leading builders LUX is installed as standard equipment. For on the largest Diesel yacht or the smallest runabout LUX protection means cruising safety, without fear of fire.

Walter Kidde & Company, Inc.
140 Cedar Street
New York

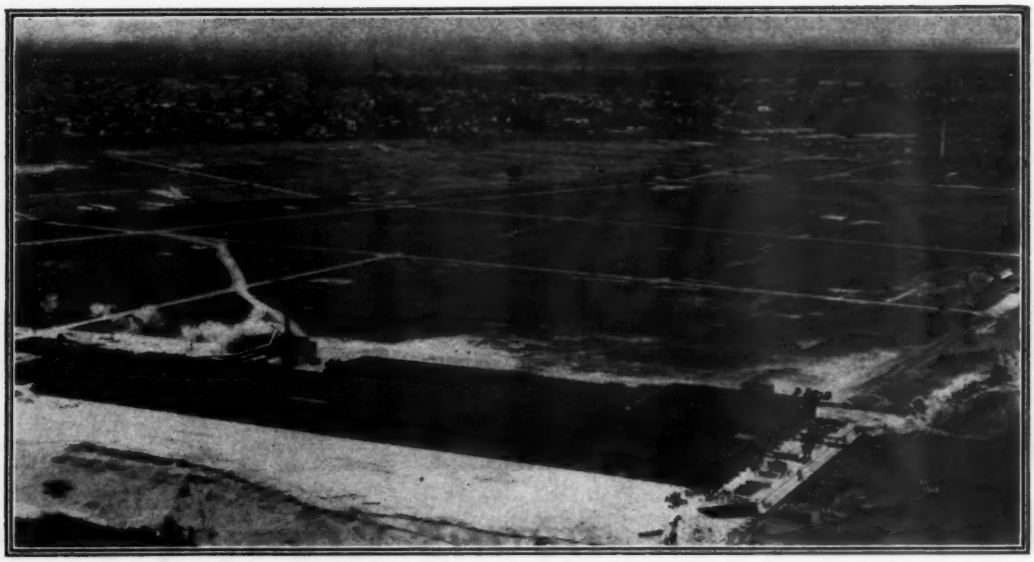
Send for free booklet "Cruising Without Fears", describing the operation of the LUX System.



LUX

Fire Extinguishing System

LABELED BY UNDERWRITERS' LABORATORIES



Side view of the Dodge Boat plant at Newport News, showing the entire length of Unit One, from storage shed to launching platform—with the airplane landing field beyond the plant proper.

EVEN FROM A SKY-HIGH VIEW— THE BIGGEST THING IN SIGHT!

Viewed from any angle, the first impression you get of the new Dodge plant at Newport News is one of size. Seen here from the sky, this tremendous plant dwarfs everything in sight. Homes and city buildings, other factories—all shrink in size by comparison. Motor cars, parked by the factory side, are dots beside the bulk of the largest motor boat plant the world has ever seen.

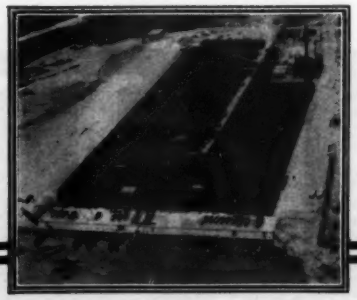
Yet size alone could not produce Dodge Boats in such amazing quantities, and at such surprisingly low prices. From lumber storage shed to launching platform, every single inch of this new boat-building plant is as modern and efficient as science, skill and huge investment can make it.

At a given moment, five hundred motor boats can be passing through its "assembly line"—not stored, but in actual process of manufacture.

From start to finish, every time-saving, labor-saving and money-saving device available is used to make Dodge Boats not merely lower in cost but higher in value.

In the past few months Dodge has built, sold and delivered more boats than any other maker has ever built before in an entire year. Yet this tremendous plant, big and efficient as it is, is only the first unit in the Dodge plan of expansion for the motor boat industry.

View of launching platform where boats are hoisted into the waters of Hampton Roads for final salt water test before shipment—17 boats are on the platform, one is suspended above the water and six are receiving final tests.



From now on into the unseen future, Dodge Boats will continue to stream into ever-widening markets of the world, as beautiful, as speedy, and as low in price as the modern magic of quantity production can make them.

If you have considered the possibilities of profit in the motor boat field, you must have considered the Dodge fleet. Write today for details of the Dodge franchise. With plant problems solved and adequate future production assured, the Dodge selling franchise will be more valuable and more sought after than ever before. Details will be sent on request. Address Horace E. Dodge Boat & Plane Corporation, General Sales Department, 21 West 46th Street, New York City. Works: Newport News, Va.

DODGE BOATS

Advertising index will be found on 3rd last page

Nothing *Finer* Can Be Said of Any Motor Boat Than, It is -

LYCOMING MOTORS

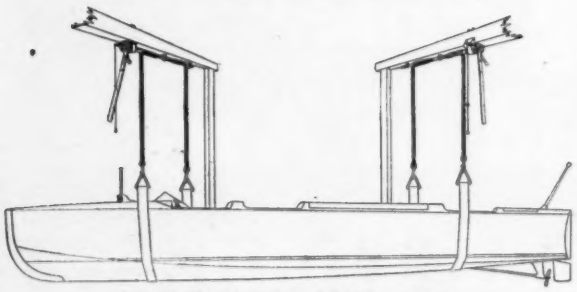
LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

It is significant that Dodge Boats are exclusively powered by Lycoming Marine Engines

Keep Your Boat Out of the Water

SIMPLICITY BOAT HOIST

and MOORING SLING

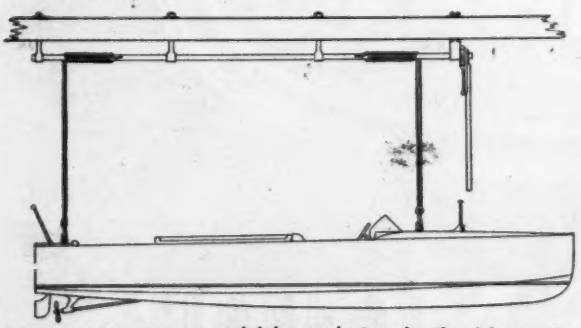


Double Sling for boats of 18 feet or more.
Lifting capacity 4,000 *lbs.*
Price standard type $75.00. *Slings and cables extra.*

EVERY experienced motor boatman knows that a boat when not in use should be removed from the water. Not only does an idle boat in the water accumulate marine growths and incipient rot, but it adds over 30% to its weight through absorption of water.

With the Simplicity Boat Hoist and Mooring Sling you can raise your boat from the water in a few minutes. Simply drive your boat over the broad rubberized canvas slings — or if Boat is equipped with eye bolts, attach cable hooks to same —give ratchet lever a few pushes and in less time than it takes to "tie up," Boat is clear of the water, safe from banging and rubbing against dock or boathouse slip. Boat can be lifted within a few inches of supporting timber.

The Simplicity Boat Hoist and Mooring Sling is one man operated and costs less than any other make of boat hoist. There are no parts to wear out. Once installed it requires no further attention.



This model hoist is recommended for runabouts and outboard boats under 18 feet in length. Lifting capacity 1,500 *lbs. Price, Standard Type* $50. *Cables extra.*

Lifting capacity of the Hoist can be doubled by using single pulley blocks on each cable.

Write for complete details and advise size and approximate weight of your boat.

JOHN W. LOOSCHEN

64 East 35th Street

PATERSON **NEW JERSEY**

IN THE GULF OF CORINTH

(*Continued from page* 54)

erly squalls we took time off to practise jibing to pick things up out of the water. Cruising alone with me, P. L. has a fear that one day (or, worse, one night) I shall fall overboard and that she will not know what to do to rescue me. When on previous occasions she has questioned me I have always replied, "Wait long enough to be sure that I am really overboard and then jibe all standing. You will round up without headway where I am and can haul me aboard with the handy-billy."

Such is the sailor's authentic fear of an inadvertent jibe that it has been difficult for P. L. to believe an intentional one will do most to effect a rescue. "But," says she, "suppose the wind is blowing so hard that the jibe breaks the boom or the mast What then?

"Let them break," say I. "Momentum will carry you back to where I am, and then between us we can devise a jury rig. If you do anything except jibe you may lose me altogether."

So this time we practised jibing. To avoid sudden strains to the rigging, we cast off the weather backstay. To simulate myself in the water we tossed over an empty alcohol container. With the act I brought the helm hard up. We swung to leeward, jibed, came into the wind with everything banging—and overshot the tin can.

"Too quick," said I. "We didn't allow ourselves time to get excited, regain our wits and jibe in a natural manner."

The can was recovered after a bit of maneuvering, we squared away before the gentle wind, and once more I tossed it over. "Now, Pris," said I, "imagine me in your case, left alone on the ship. You say, what the hell! Him gone and me a widder. Jibe her all standing."

With the last word I flipped Hotspur over again. We circled easily, headed up wind, and lost our way with the can caressing our side. P. L. leaned over, picked it up, and thus, metaphorically speaking, I was restored to the world of the living.

A bit later the wind dropped away, and as we were now in Salamis Bay, which is notorious for its fickle slants, came out of the southeast. I tried a nap at this period and was well embarked on my dreams when the slatting of the sails told me that particular epoch had finished and it was time to start the motor.

For the next two hours we experienced the only annoying conditions of the cruise to date. The engine would push us into a patch of wind and we would stop it, hoping to sail. In another ten minutes the sails would wake up and I'd have to restart the motor—for I lack the philosophic temperament which permits one to broil becalmed when there is wind all about. After that a brief interval of sailing followed by another go with the motor. Rounding the southeast point of Salamis Island, our annoyance was increased by a leftover lop which indicated that there had been plenty of wind only a short time previously. To put an end to uncertainty we finally furled the sails and motored in to Phaleron Bay, noting with satisfaction as we neared the mainland that the native boatmen, in whom patience amounts to a vice, had despaired of wind and were rowing their heavy craft.

Phaleron Bay, a bight open to the southeast, and dominated by the Athenian Acropolis, lies a mile or so to eastward of Piraeus and is separated therefrom by a short peninsula known as Point Drako. On the "back" or east side of Drako are two small harbors, the outer one frequented by fishing and trading craft and the other, known locally as Turcolimani (Turk's harbor) devoted to the uses of the very few yachts flying the Greek flag. Into this small circular harbor we felt our way, passing close to an outgoing motor boat for fear of obstructions on either side of the entrance. Caution in entering Turcolimani for the first time is well justified, as I afterward ascertained by sounding from the dinghy and finding submerged rocks extending several yards beyond the visible end of the south breakwater.

In the harbor we saw all the yachts (there are, perhaps, a dozen of them, plus a handful of motor boats) moored with their bows to the entrance. I was thinking that we might better have stayed outside this crowded little port until I had made two anchors ready, when a yacht hand signaled to come nearer and let go. He showed us also an unoccupied buoy to which we temporarily secured a sternfast to keep us from drifting into any other yacht, and then carried out a stern anchor for a permanent mooring.

We now wrote finish to the first leg of the cruise, and spent two days in port while a batch of films was undergoing development. I had been warned that although Greece is no farther south than the state of Virginia its daylight has tropical characteristics and that for all its seeming brightness it is deficient in the rays to which photographic film is sensitive. A standard exposure of one-seventy-fifth of a second at a lens opening of

(*Continued on page* 82)

Advertising index will be found on 3rd last page

Superlative performance is an every day job to this 200 H. P. Kermath

To the man who is satisfied with nothing less than the finest of engine performance, this Kermath 200 H. P. "L" head Six will be truly a revelation.

Smooth power delivery throughout its entire power range, the total lack of vibration, lightning-like speed and inborn stamina—in all of these—it will exceed your fondest expectations.

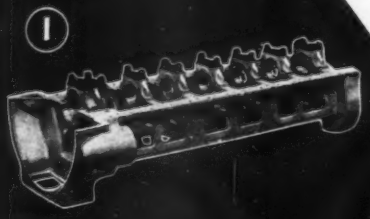
Progressive in design beyond all previous standards of marine engine development. Dual Delco special designed ignition system to resist salt water corrosion, Invar Strut type pistons, seven bearing crankshaft machined all over for accurate static and dynamic balance, dual intake and exhaust Silchrome valves, new type crankcase ventilation, full pressure feed lubrication and oil cooler and cleaner are just a few. Here are others:

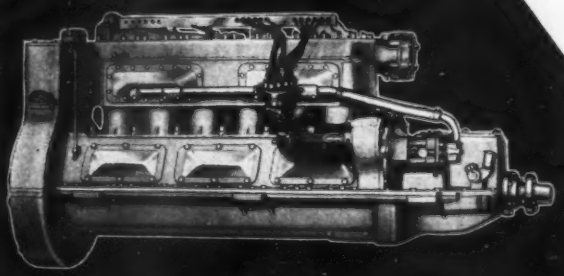
1—The crank case tells a wonderful story to anyone familiar with engine design. It is heavily ribbed and deep in section, with oil orifices cast integral, supplying camshaft and crankshaft bearings with a positive bath of oil under constant pressure. Seven extra large main bearings furnish amply over-size bearing surfaces—the best possible engine life-insurance.

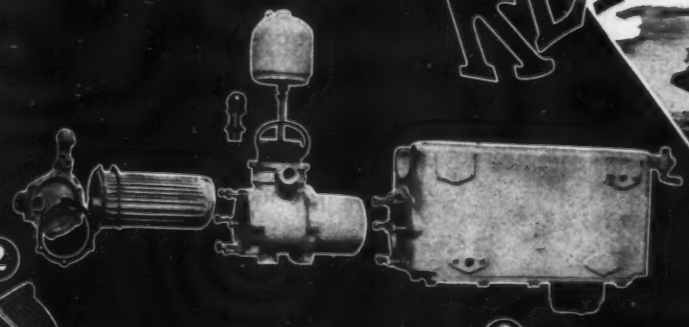
2—The new type flame arrester, which gives absolute protection against the hazards of its backfire, is here shown attached to the down-draft carburetor, which, because of extra efficiency, affording 20% power increase, Kermath has adopted as standard. Automatically shuts off when oil pressure drops—a valuable warning and safety feature.

3—Cool, clean oil is constantly supplied to moving engine parts by means of the oil reservoir tank with oil cooler and oil purifier, a feature of Kermath 6 cylinder dry sump design. Oil consumption and wear on all bearing surfaces are kept at a minimum.

Write for catalog. Kermath Manufacturing Company, 5879 Commonwealth Ave., Detroit, Mich.
90 King St., W., Toronto, Ont.
New York Showrooms—5th Ave. and 15th St.







KERMATH

Here is the 26' Dart runabout which, with its 225 H. P. Kermath Six attains a speed of forty to forty-three miles an hour. Kermaths are exclusively standard installations in Dart boats.

A · KERMATH · ALWAYS · RUNS ·

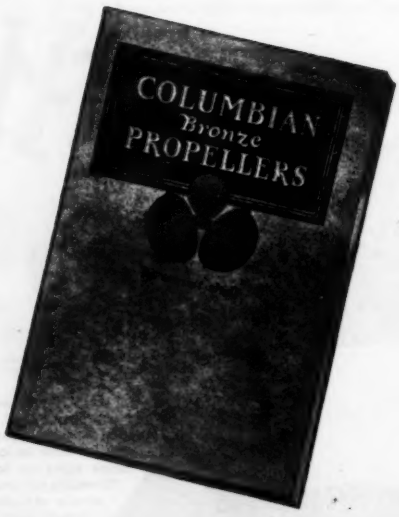
COLUMBIAN
BRONZE PROPELLERS

Cap'n Allswell says:

"Columbian equipped craft *set* the pace and *hold it*"

Columbian Bronze Propellers are for those who refuse anything less than leadership; for those who *set* the pace and *hold it*.

Pick the principal winning pilots of the past ten years, and you have picked the principal reasons why you should equip *your* boat with a Columbian.



There is a Columbian Propeller to meet the requirements of every type and size of power-driven craft. Your dealer or our engineers will help you select a propeller of just the right pitch and balance to assure maximum performance from your boat.

Write for "Propellers in a Nut Shell"

The COLUMBIAN BRONZE CORP.

208 North Main Street **Freeport, L. I., N. Y.**

SKEGS
STRUTS
RUDDERS

CUTLESS
RUBBER
BEARINGS

Advertising index will be found on 3rd last page

I am the Spirit of Freedom,
The Seven Seas my home;
From Frenchman's Bay to Mandalay
My carefree cohorts roam.

Down to the Sea for Pleasure!

Smoothly, silently, gracefully—without a trace of vibration from stem to stern—the Cooper-Bessemer Diesel powered yacht glides swiftly onward to distant ports—into the realm where the Spirit of Freedom holds full sway. ~Modern yachtsmen who cruise for pleasure's sake alone know that Cooper-Bessemer power makes every yachting moment a pleasure. That is why so many of America's finest yachts are powered with these modern engines.

THE COOPER-BESSEMER CORPORATION

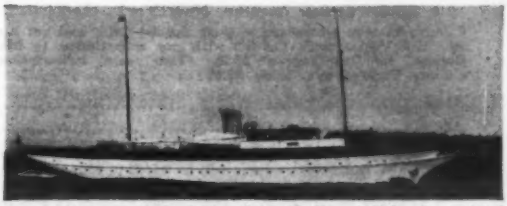
General Diesel Sales Offices: 25 W. 43rd St., Suite 301, New York City

Plants: Grove City, Pa., Mt. Vernon, Ohio

COOPER-BESSEMER

DIESEL MARINE ENGINES

·POWERING AMERICA'S FINEST YACHTS·



Logan G. Thompson's Yacht "Sylvia", designed by Henry J. Gielow, Inc., and built at The Bath Iron Works is powered with a pair of eight cylinder 420 H. P. Cooper-Bessemer Diesel Main engines and two 50 K.W. generating sets.

Let Us Send You This Book!

The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—think how it would help you!

- **All about engines—installation, ignition, vaporization and operation.**
- **Hundreds of helpful hints on outfitting and overhauling.**
- **More than 100 Motor Boatmen's Charts for the entire Atlantic Coast, Great Lakes and Canada.**
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- **Latitude and Longitude Tables, giving locations of over 1,000 points.**
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- **Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.**
- **Characteristics of lights, buoys, fog signals, etc.**
- **Numbering Law—How to obtain numbers for your boat.**
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- **How to organize a yacht club—Constitutions and By-Laws and many other helpful features.**

Send for Your Copy Today

"The Yachtsman's Guide" sells regularly for $1.50. Twelve issues of MoToR BoatinG would cost you $5.00 at single-copy prices. But by taking advantage of our special offer at once, you can have "The Yachtsman's Guide" and a whole year of MoToR BoatinG, for $3.50. (Two years' subscription including Yachtsman's Guide, $5.00.)

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IN THE GULF OF CORINTH

(*Continued from page* 78)

f8 had been recommended, and this I had adhered to, never shortening the exposure even at noontime on the open sea. Without this warning I should probably have under-exposed as I did on my first trip to Panama; but I was relieved to find when the prints were ready that except for a few double exposures the results were good.

The first night in Turcolimani we passed aboard, immensely amused by the sights and sounds of the busy little community. Stavros was very much in demand, and his name was called constantly from boat and shore. But I doubt if it was the same Stavros who had helped me rig Hotspur in Piraeus, for it appears that every third man in Greece has that cross to bear through life. The popularity of the name makes me think, in fact, of the man who stepped to the shore of an Adirondack lake one quiet evening and called out, "Ikey, come get that dollar I owe you." According to the story he was answered with hails from every cottage on the lake, while the noise of running feet in the underbrush was tremendous.

Mingled with the shouts for Stavros were lugubrious sounds which at first seemed to issue from the throat of a female vocalist. But as they kept up hour after hour we realized that they came from a phonograph repeating over and over an Anatolian dirge. Tramcar wheels ground around the curves of the high street which partly circles the harbor and from the tin-sided shacks of the water front rose the intermingled noises of dogs and children playing and fighting. The laments of donkeys were almost indistinguishable from the general din, and yet with with all the confusion there was nothing to keep the crew of a cruiser awake. I roused up, I admit, when nearby roosters started crowing at 1:30 A. M., and P. L. reports hearing the phonograph still going an hour later. Except for these slight disturbances we fitted easily into the feverish life of Turcolimani.

We should have spent the second night aboard if it had not been for the persuasive eloquence of Nikolas, the man who we had employed as watchman at Piraeus. By means unguessable by foreigners he got news of our return to the vicinity and came aboard next morning, his bedding rolled up in the bottom of a borrowed rowboat.

"You want me?" he asked, hopefully.

"No," I said, "except that you might go ashore and buy some eggs and oranges."

He departed and after a long absence returned dripping perspiration from every pore. With a crafty appeal to my sympathy he declared that he had had to go all the way to Piraeus for the oranges and that as I had said nothing about paying his carfare he had walked. That put him one up, and he asked, "You want watchman?"

"No," I repeated, "we'll sleep aboard."

"Very noisy here," said Nikolas. "Babies crying, donkeys, music, singing, shouting. You no like."

"That's right," I conceded, losing another point, "it would be quieter in a hotel. But everybody's very honest here and we don't need a watchman."

"I have six children," said Nikolas, with masterful brevity.

"Well—" said I.

"And this very nice rope you have. People might steal."

"And you'll swab down decks in the morning, Nikolas?" I asked, suddenly capitulating. "And rub her sides?"

"Yes," said my night watchman, tossing his bedding roll aboard. "I work on yachts beforetimes."

So we packed a bag and rowed ashore. From the top of the chalk cliff that surrounds Turcolimani Hotspur looked very small at her mooring and Nikolas was no more than a dot on her deck. But I'll wager his swarthy face bore an expression of contentment for a job well done.

(*To be continued*)

NEW ENDURANCE RECORD

For human stamina and motor durability, few performances have equalled that of J. W. Griffen and George Mishey of Cleveland, Ohio, who recently set up a new non-stop outboard motor boat endurance record. For ten days and nights, the two Cleveland pilots ran their small Caille motor continuously, only stopping when their motor was killed by striking a submerged log.

The two drivers were under the constant observation of members of the Cleveland Metropolitan Yachting Association and representatives of a newspaper which sponsored the test. The boat started its record breaking run on the rough waters of Lake Erie off Cleveland on Monday, July 14, and came to a sudden halt on Thursday, July 24, after the pilots had been officially credited with running 239 hours and 20 minutes without a stop. The previous record, made the preceding week, was 120 hours and 49 minutes.

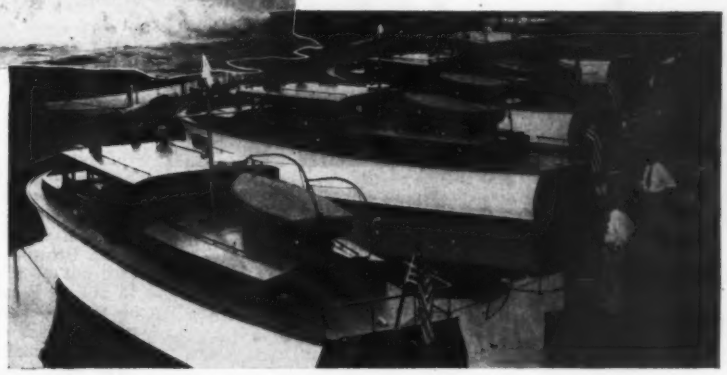
Advertising index will be found on 3rd last page

Where Quality Is Paramount

Woolsey's

Products Are Used Exclusively

Fairform Flyers, 45 and 54 footers, built by the Huckins Yacht Corp. of Jacksonville, Florida, are protected from keel to mast truck with Woolsey's superior products.



Above: A 45-foot Fairform Flyer clipping off the knots with its smooth Woolsey's Copper "Best" bottom.

Right: A fleet of Woolsey protected Fairform Flyers awaiting delivery to their owners.

SINCE 1853 *Woolsey's Paints and Varnishes have been widely used on all types of craft sailing the seven seas. Today Woolsey's products are used by America's leading builders of standard and custom built boats. If you want the finest in paints and varnishes, insist on Woolsey's and you will save money in the long run.*

WOOLSEY'S YACHT WHITE

For lasting quality, whiteness, and durability Woolsey's Yacht White is unexcelled. Is made in either gloss, semi-gloss or flat finish. It will not crack, blister nor peel. It leaves an ideal surface for repainting.

COPPER "BEST" PAINT

For a smooth sailing bottom and absolute protection against fouling by seaweed, barnacles or boring teredo worm you can use nothing better than Woolsey's copper "Best" Paint.

TUNGSPAR VARNISH

This specially prepared waterproof marine varnish will not turn white. It is elastic and maintains high and lasting lustre. Unaffected by weather conditions. Tungspar is a quality varnish for particular people.

Other Woolsey Protective Coatings include—Deck Paints, Glisto White Enamel, Engine Enamels and Iron and Steel Bottom compositions.

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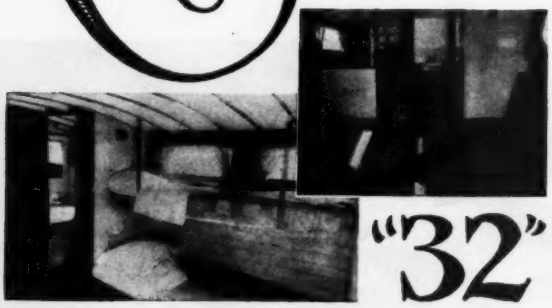
Corsair



"32"

• • • • *for* 1931 • • • •

COME aboard the Corsair "32." Here's a cruiser with its rare promise of speed and riding action truly fulfilled on your first trip out. Responsive to the helm, brisk and businesslike, this Corsair model achieves a new degree of distinction in graceful handling qualities. Inboard its appointments meet the critical eye without a falter. Note the headroom of the cabin, its tasteful interior arrangements, its prediction of restful comfort and privacy. Every inch of space has been judiciously used to give it the utmost roominess. Its size is practical. No docking or storage problems to worry the owner and fray his purse strings. The Corsair "32" is a completely fitted out cruiser. Not a thing is lacking for your own comfort, or that of your guests. The power plant provides a smooth economical speed of 18 m. p. h. It's a staunch, rugged boat that is built to fit your needs and your pocketbook. Let a demonstration ride conclusively prove to you the advantages embodied in this stalwart cruiser.

CORSAIR CRUISERS

CORSAIR BOAT COMPANY

1030 Buhl Building - - Detroit, Michigan

Plant and Boat Yards
TRENTON, MICHIGAN

HOTSY TOTSY WINS GOLD CUP

(*Continued from page 27*)

the lead and held it throughout. Hotsy Totsy having the race already in her hands was not called upon to extend herself as a second place would give her more than sufficient points to win the famous gold cup. The boats finished in this order with Scotty Too in the lead and Miss Philadelphia following Hotsy Totsy. The total point score gave Hotsy Totsy 1102, Scotty Too 1050 and Miss Philadelphia 904. The other four boats did not figure in the totals, although El Lagartito and Imp had each earned some points in the first heat.

Next in importance to the Gold Cup Race itself was the race open to single engine craft for a new perpetual trophy presented by the Red Bank Yacht Club for a race called the National Sweepstakes. This race consisted of two heats of fifteen miles each and was run on the second day of the regatta and seven boats started in the first heat of which two were Gold Cup contenders. Californian and Hotsy Totsy were plainly the fastest two in the event and ultimately proved to be the winners of second and first place after a tie on points, since each had won a first and second place in the two heats. Decisions of ties are made by declaring the winner to be the contestant with the least total elapsed time for both heats and in this case a mere 45 seconds difference in time decided whether or not the National Sweepstakes trophy went to California or stayed in the east.

Sparrow V the 151 hydroplane owned by Elmer H. Johnston withdrew during the first heat, and Miss Mal-De-Mer, a large and noisy runabout equipped with a big Liberty engine with open exhausts continued for the six laps but was not able to do better than 40 miles. She did not start in the second heat at all. Miss Red Bank, a Liberty engined hydroplane, owned by P. A. Proal of Red Bank took part in the two heats but was not able to do better than about 51 miles per hour, thus securing third place in both heats and the race.

The speed made by Hotsy Totsy in the second heat of the Sweepstakes Race was six-tenths of a mile better than her best heat in the Gold Cup race. It is quite probable that she had a little more in reserve if the necessity required it.

Another race class which has great possibilities is the new International Class for 5½ liter, 335 cubic inch engines. Only one boat had appeared for this class and in order to make a competition the 151 inch hydroplane Sparrow owned by E. H. Johnston was raced against the new boat Phantom owned by H. L. Brown of Houston, Texas. These two made a very fine race out of this contest and ran neck and neck for the entire 15 miles. Elmer Johnston driving Sparrow did not open up to his full speed and the two boats were almost within touching distance of each other for the entire time. Phantom, even though it has an engine of larger size, carries a stock eight cylinder Gray engine and is a larger and heavier boat than Sparrow. It ran beautifully without any fuss or disturbance and maintained an average speed of close to 46 miles. Sparrow was opened up just enough at the finish to win by less than one second. A race in which a larger number of these boats compete will in time furnish excellent competition and fine racing.

A number of events for stock runabouts also appeared on the program. The best of these was the class for small runabouts powered with engines of not more than 40 horsepower. Seven of the little Dodge runabouts appeared in this class. It seems surprising that seven identical boats should have such wide variations in their speed. The winner of both heats proved to be Frank Wigglesworth with a speed of twenty-nine and a fraction miles per hour. He took both heats without serious threat from any of the others. The speed of the remainder of the fleet dropped off and ran from 26 down to about 20 miles per hour. Two of the boats, one owned by A. A. Brown and the other by Harry Patton were tied on points and Brown won the choice of third place by a slight difference in time of about thirty seconds. Second place went to L. Neidich.

The next larger runabout class was one in which engines of 75 and 135 horsepower were permitted. Strange to relate Frank Wigglesworth, in his little 40 horsepower Dodge runabout was able to defeat three other larger and more powerful boats in this race in both heats. His speed was greatly superior and he won easily.

In the class for runabouts not exceeding 200 horsepower only three boats appeared. These were It, a Chris Craft owned by J. D. Carscallen, Becky, a Hackercraft owned by J. M. Rutherford, and Anna Maria, a runabout built by the Greenwood Lake Boat Works, owned by W. F. Otto. It had no trouble in winning both heats with a speed of over 38 miles per hour, while Becky was close behind with a speed of slightly over 37 miles per hour. Anna Maria could not quite reach 36 miles and took third place.

A race for larger runabouts of not over 300 horsepower

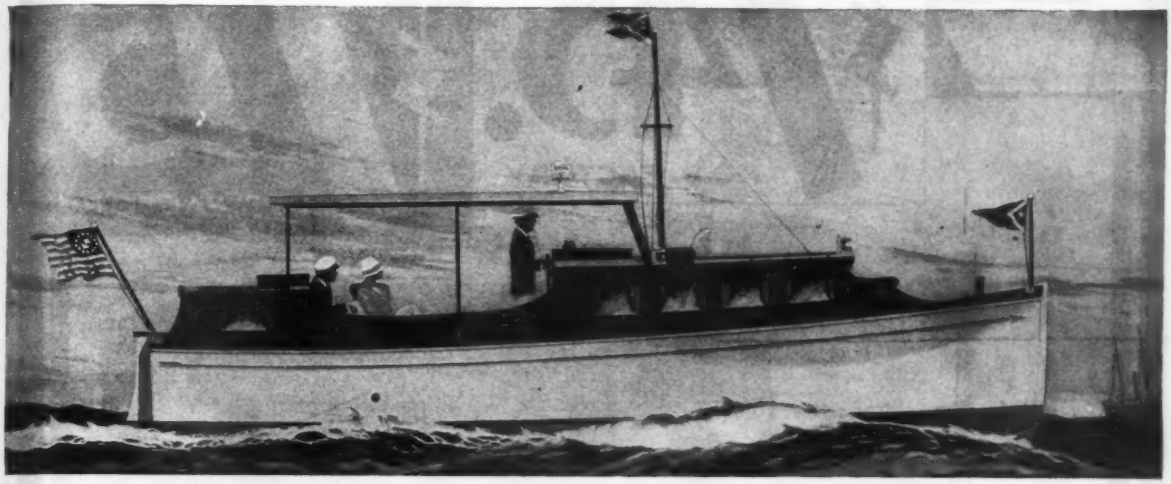
(*Continued on page 88*)

Advertising index will be found on 3rd last page

Announcing

The NEW SCALLOP

built for the man who could never afford the yacht he has longed for . .



« « SOONER or later it had to be built . . . a boat for the man of moderate means . . . for the man who has longed for a craft of his own but couldn't afford it.

At next year's Show, SCALLOP will make its bow . . . a sleek, crisp, graceful yacht . . . a trim and tailored craft that sleeps five and delivers good speed at lowest operating and upkeep expense.

Thirty feet of honest, wholesome boat . . . built for bull-dog stamina and unfailing performance. First to eliminate the unnecessary gadgets that add to cost but not to performance. First to build a real boat for less than the cost of a good car.

SCALLOP will be the talk of the 1931 Show. It's the boat you'll want to see first. It will attain new popularity for motor boating. It's the cruiser that makes it possible for you to yield to temptation . . . And *you will* . . . !

MILLARD, BREWSTER & CHAMBERS, Inc.,
230 Park Avenue . New York, N. Y.

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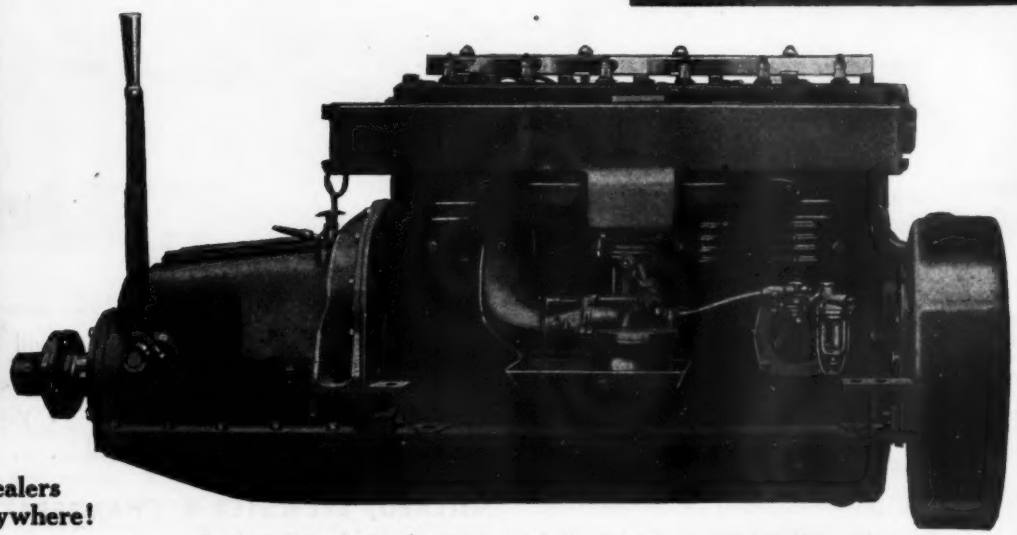
will be interested in the SCALLOP and the Scallop Agency Plan. Write or wire for full particulars.

The *New* 30 Foot
SCALLOP
$3350

2 BUDA SIXES FULLY EQUIPPED

$745. F.O.B. FACTORY

$775. F.O.B. FACTORY



Dealers Everywhere!

The BUDA Line

6 cylinders—with or without reduction gear:

BM-386 80 H.P.	**GM-572** 110 H.P.
BM-411 85 H.P.	**GM-638** 126 H.P.

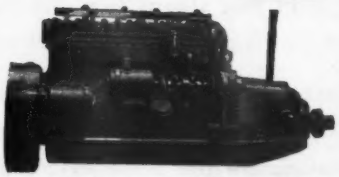
6 cylinders—"Hivelo" models, without reduction gear:

HM-260 75 H.P.	**HM-298** 85 H.P.

In these Buda 6-cylinder marine "Hivelo" engines you have a 3-inch crankshaft and 7 main bearings. You have carburetor drip pan, backfire protector, oil sump pump, gasoline filter and fuel pump. The price includes control panel with indirect lighting.

Buda marine "Hivelo" engines develop their maximum horsepower at 3000 R.P.M. as follows:

Model HM-260—75 H.P. Model HM-298—85 H.P.
Model HM-260, 3½ x 4½, 260 cu. in. piston displacement at $745.00, fully equipped, f.o.b. factory.
Model HM-298, 3¼ x 4½, 298 cu. in. piston displacement at $775.00, fully equipped, f.o.b. factory.



Maximum Power at 3000 R.P.M.	HM-260 75 H.P.	HM-298 85 H.P.

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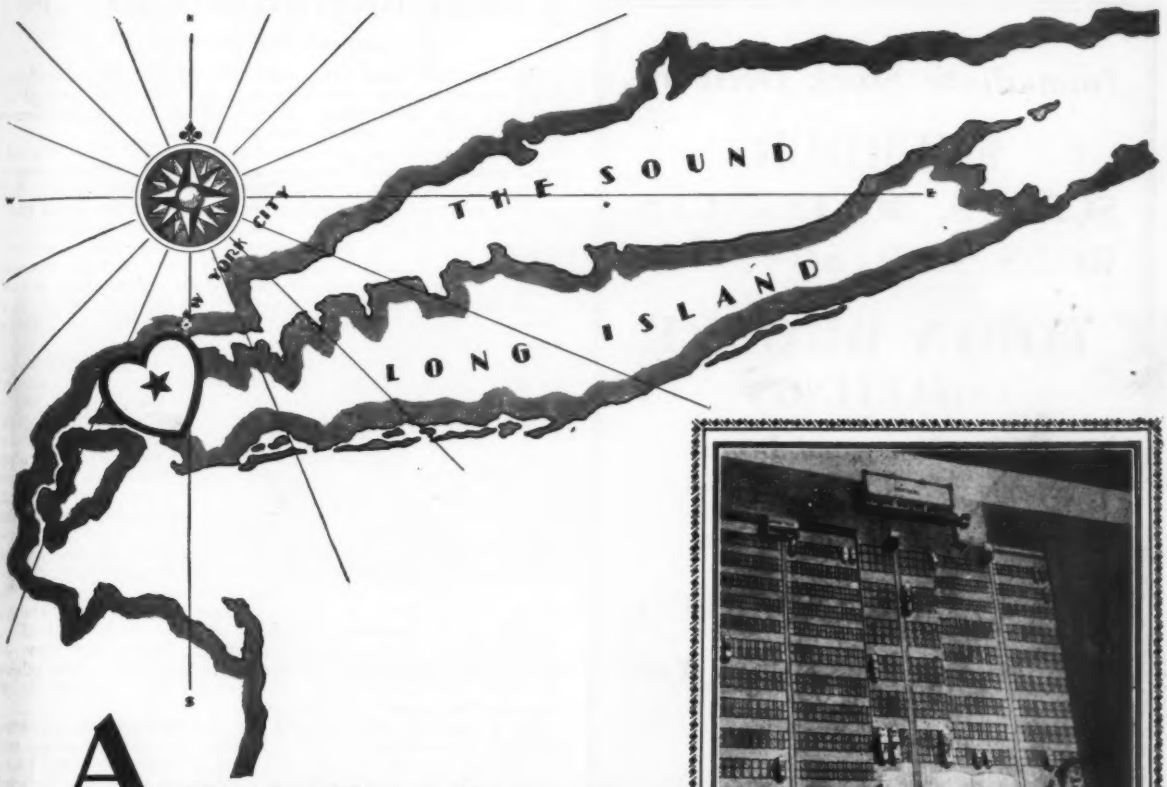
THE BUDA COMPANY, HARVEY, { CHICAGO SUBURB } **ILLINOIS**
ESTABLISHED 1881

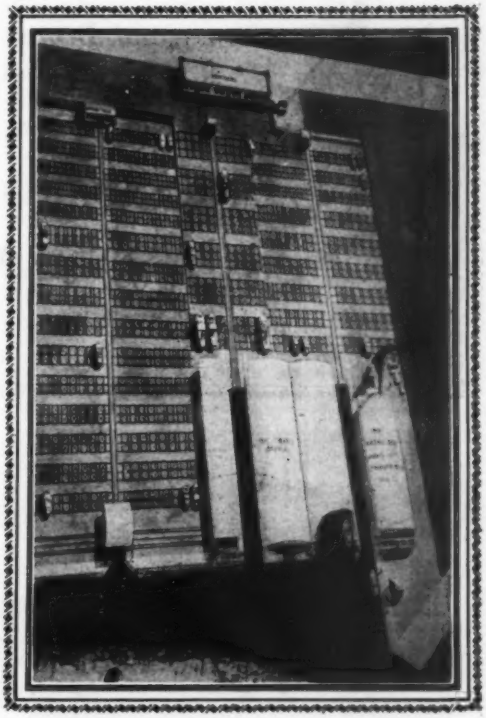
BUDA MARINE POWER

Advertising index will be found on 3rd last page



A Model Boat Storage *in the heart* of New York City

HERE every boat has its own steel roller-bearing cradle. The marvelous layout and the perfect system of railways and trackage make it possible to put any boat in the twelve acres overboard in two hours or less.



We make our own
Copper Tanks
Canvas Work
Leather Work
Cabinet Work
Upholstery
Engine Repairs

There is no racking in hauling nor are vessels strained by jacking and blocking.

Think of what this means to Yachtsmen of New Jersey, Connecticut, New York and Long Island to have a model yard that will take care of 150 cruisers, 30 to 50 feet, and a number of runabouts, right in the heart of New York City. The channel to the bulkhead is deeply dredged and the protected entrance makes easy and safe sailing in all weather.

The New York Boat Service Corporation solicits the storage and repair of all makes of standard and custom-built boats whose owners really care how they are handled.

Phone or write for full particulars.

NEW YORK BOAT SERVICE CORPORATION

Subsidiary of

DAWN BOAT CORPORATION

CLASON POINT, NEW YORK CITY **Telephone: WESTchester 7000**

Reservations for 1930-31 are now being booked

Immediate Stock Delivery

EVERDUR
SCREWS, BOLTS, NUTS, RODS AND SHAFTING

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Copper, Brass and Bronze
Sheets . . Rods . . Tubes

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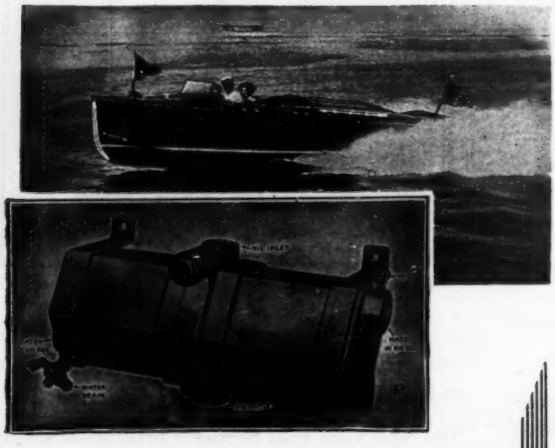
MEMBER COPPER & BRASS RESEARCH ASSOCIATION



That thrilling speed of the modern runabout or fast cruiser can be maintained without over-heating the motor —when your engine is equipped with a Groco Oil Cooler.

Details and prices promptly sent upon request.

Gross Mechanical Laboratories
Baltimore, Maryland

Standard equipment on the finest boats and engines.

GROCO
OIL COOLERS

HOTSY TOTSY WINS GOLD CUP

(*Continued from page* 84)

brought out four Chris Craft runabouts. It Too, also owned by J. D. Carscallen was able to walk away with this event at a speed of close to 41 miles. Period, owned by William Bern took second place at slightly over 40 miles.

A final runabout race designated as a Free For All, attracted seven runabouts in the first heat and five in the second. Practically the same array of Chris Craft which had competed in the previous event appeared supplemented by Pasto a Sea Lyon runabout, owned by J. J. Wyle. This race was for a distance of ten miles and It Too, the winner of both heats had to extend itself to better than 43 miles per hour in order to win. Second place in the first heat went to Pasto, while second place in the second heat went to Miss Mal-de-Mer. In the final, which was determined according to points, It Too was the winner with Pasto second and Suzanne II third.

The 151 inch hydroplanes also appeared to the number of eight in the limited class event to which they were eligible. This was divided into two heats of 7½ miles each, and as is customary in this class of racing the boats ran around the course in a clockwise direction rather than the customary counter clock-wise way. Of the eight which started two failed to finish the first heat and did not start in the second, while a third also failed to start. It, owned by H. L. Brown, took the first heat at a speed close to fifty miles per hour, while the second heat went to California owned by Richard Loynes. The second place in both heats was taken by Chris Ripp's Bayhead and in the final summary California was awarded first place on points, second place going to Bayhead, and third place being given to Black Hawk, owned by Joseph Thorpe. These boats always provide a very sensational race as they might be classed as rough riders. They galloped around the course and some of them seemed in imminent danger of turning over while others at times were entirely clear of the water with just the tip of the propeller remaining submerged.

As it usual at all regattas today the outboard classes were strongly represented and supplied keen competition, noise, and excitement. Events had been provided for every class and every division. In fact a race for class A boats not originally included in the program was added and run off in addition to the other events. This race in which Division I, II and III drivers competed attracted six men, three of whom were in the first division, two in the second, and one in the third division. Gordon Knapp driving a little Caille powered Century boat was the winner at 26.8 miles per hour while Edward Hauptner driving a Lockwood powered boat of his own took the Division III prize and incidently set a record of 22.89 miles per hour in Class A—Division III for five miles since there was no previous record under this heading.

The next larger class B started some 28 of these little boats. Twenty-two finished and since drivers in all four divisions took part it was quite a task to separate the awards later in order to properly classify the drivers. Divisions I and II raced together and the winner proved to be Walter T. Bew. He was driving a Johnson powered Hurter boat and took first place in both heats. The speed was almost 38 miles per hour and he had no difficulty in showing his superior speed. Division III in this class was taken by Jack Wood driving a Johnson powered Brobeil boat, and set a record at the same time in the first heat by doing this at the rate of 37.685 m.p.h. The Division IV driver who succeeded in his group was W. B. Tuck, driving a Johnson powered Ludington boat.

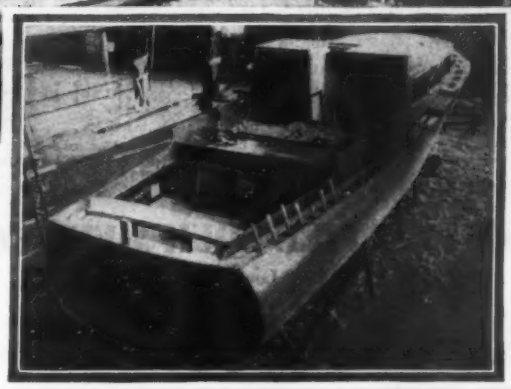
The larger classes C on account of the great number of contestants were separated to race Division I and II together, and Divisions III and IV in a separate event. Seven Division I drivers and eleven Division II drivers finished although there were more than this which actually started. The winner was C. Mulford Scull, driving a Johnson powered boat of his own construction in which he took both heats without difficulty. His speed was 41.9 in the second heat. Second place in both heats went to H. G. Ferguson who came on from California to show the easterners some real speed. It will be remembered that Ferguson holds many of the records which have been made on the west coast. His best speed in the first heat was 41.45 m.p.h. Divisions III and IV in Class C again provided two first place winners since there were three Division IV drivers and six Division III drivers who finished. First place in Division III went to Harper Chance driving a Johnson powered Harvil boat, and first place in Division IV went to Willis Overton with a Johnson powered Ollendorf boat. The speeds were not remarkable being between 41 and 42 miles. A special race in the Intercollegiate Group for Division I and II drivers only who are regularly enrolled in some of the colleges was open to engines

(*Continued on page* 90)

Advertising index will be found on 3rd last page

A. C. F.
46' Twin Screw Cruiser, like other A. C. F. Cruisers, is fastened with Everdur Screws.

A.C.F. Cruisers now fastened with EVERDUR



Sixth stage in A. C. F. assembly. Planking laid and bunged, joiner work completely fitted and cabin roofs laid. A. C. F. Cruisers are built from the "inside out". Flooring and planking fastened with Everdur screws contribute much to the overall strength of these cruisers.

The adoption of Everdur screws by American Car and Foundry Company for fastenings on A. C. F. Cruisers is in line with their policy of embodying unusual strength in medium weight cruisers. This strength is provided by a unique method of construction, in which each item of joiner work not only performs its ordinary function, but also serves as a strengthening member.

In this construction Everdur plays a vital part. Screws of this copper, silicon, and manganese alloy combine the strength of steel with high resistance to corrosion, thus providing a wide margin of safety.

THE AMERICAN BRASS COMPANY
General Offices: Waterbury, Connecticut

ANACONDA COPPER
BRASS ANACONDA BRONZE

Fire
IS JUST BEYOND THE NEXT WAVE

FIRE is the greatest menace a yachtsman has to face. It is the one ever present peril of motor boating. With a full realization of these facts, the officials of the U. S. Coast Guard and the leaders of many large industrial concerns have chosen C-O Two as the most efficient means of safeguarding the lives and property in their care.

C-O Two, the first automatic fire extinguishing system to employ the C-O Two gas, is adaptable to any purpose. Its instantaneous action may be released in a moment by either the remote or automatic control.

You owe it to yourself, and those who place their safety in your care to learn about the C-O Two system. May we send you a booklet showing how inexpensive and effective the system is. Address our factory or nearest representative.

C-O-Two

A booklet and price list will be sent on request from the factory or nearest representative.

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SAVAGE UNIVERSAL BRACKET

For an auxiliary power unit, ready in any emergency, or for trolling at a smooth, economical speed. Recommended by all outboard motor manufacturers. Adaptable to all kinds of boats. Price $20.

HARLEY *SPEED* MUFFLER

Eliminates noise without creating any back pressure or reducing the r. p. m.'s. For all motors from 5 to 500 h.p. Inexpensive and easy to install. Made entirely of non-corrosive metal, will not rust out.

Agencies for the Savage Universal Bracket and the Harley Speed Muffler are now available. If you are a dealer, write today for further information. We are sole distributors.

SAVAGE
BOAT COMPANY, LTD.
585 BOYLSTON ST., BOSTON, MASS.

HOTSY TOTSY WINS GOLD CUP

(*Continued from page 88*)

of Classes C and F. The Class C prize went to W. L. Fismer, who drove a home built boat with an Evinrude engine, while W. T. Crawford driving a Johnson powered Penn Yan, took the Class F prize. Strange to relate the time for the Class C engine was almost a mile per hour better than the larger engine. The Class D race similar to the Class C event had been separated into two races for Divisions I and II and also III and IV. A large number of drivers appeared in this popular class and E. P. Lott proved to be the winner on points. He finished fourth in the first heat and third in the second heat. The actual first place winner in the first heat was Elsworth Langdon who was given this position after H. G. Ferguson had come to the committee in a most sportsmanlike manner and disqualified himself by stating that he had collided with one of the turning marks. He finished in second place in the second heat and but for this mishap would have won the total race. First place in the second heat was taken by Henry Fechtman, and on the point total he was awarded second place. In the stress and excitement of scoring the boats at the finish the committee failed to note that Fechtman's speed of 43.600 m.p.h. for the five miles bettered the existing D-II record. The oversight was later corrected and the record will stand.

In this same class for Divisions III and IV, B. F. Risley, Jr., with a Johnson powered Century Hurricane won both heats in Division III and set a new record for this Class and Division in the second heat with a speed of 42.425. First place in Division IV was taken by W. B. Tuck in a Johnson powered Ludington boat by taking first in the first heat and second in the second heat. The largest Class F attracted only three engines of that size while the remainder were in the classes below. The absence of records resulted in several new ones being set up. Stewart Nunnelley driving a Johnson powered Brobeil boat set up a record of 43.247 in Class F-II and at the same time won the class prize. Walter M. Widegren set up a record for Division I with a speed of 39.682 m.p.h. Similarly Carl Mason driving a Johnson powered Kelley boat set up a mark of 43.505 in the second heat. In this race there were three first place winners, the Division II award going to Stewart Nunnelley, the Division III award going to Carl Mason and the Division IV award going to Willis Overton.

Drivers at the regatta came from sixteen different states and 168 contestants entered in a total of 323 events.

A complete summary of all results will be found on pages 56, 58 and 173.

OUTBOARDS IN EXPLORATION SERVICE

The Dickey Expedition, which is exploring the wilds along the Orinoco River in Venezuela, had pushed 800 miles into the interior, according to information sent the Johnson Motor Company, Waukegan, Illinois, which supplied the outboard motors sole motive power for the expedition. H. S. Dickey, leader of the expedition, wrote that one Sea Horse 10 is being used to push a dugout with an additional towing burden of nearly two tons.

ENDURANCE RECORDS

A proposal is afoot to secure official recognition of endurance records made by outboard motor boats and a suggested set of conditions has been offered by the National Outboard Association as follows:

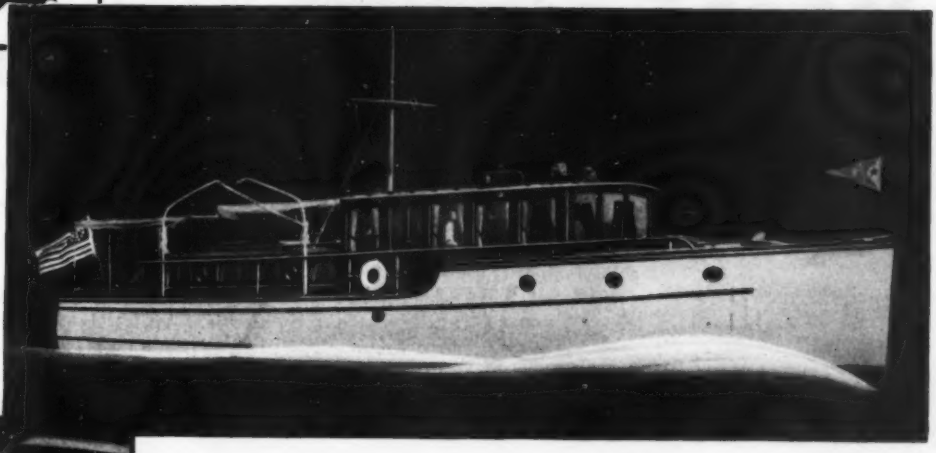
1. That any record must be one hour better than the last previous record on file.
2. That at least two persons be appointed as official observers.
3. That motor be inspected as to its stock classifications and report made on the official referee report blank and filed with the Racing Commission for recognition.
4. Notification by the sponsors of the event as to the equipment to be used, type of motor and hull and names of official observers, this to be filed with the Racing Commission in advance of the contemplated contest.

ILLINI YACHT CLUB OPENING

The Illini Yacht Club, one of the finest on the Mississippi River from St. Paul to New Orleans, enjoyed its formal opening Sunday, June 29, at Alton, Illinois. The new club was opened for inspection on Saturday and Sunday and an extensive boat show and marine parade was staged in connection with the celebration. Many boat owners from St. Louis harbor joined in the demonstration and cruised about the waters of Alton harbor. Complimentary maps of the Mississippi River showing the best channels in the vicinity were presented to owners of boats participating in the parade.

Advertising index will be found on 3rd last page

Custom-Built Quality at a Standardized Price



Aft and forward cabins of the Stephens "43" sleep eight. Each cabin has private lavatory.

Stephens "43" Cruiser

NOT only yachtsmen but long experienced boat builders are amazed at the fine quality, superior craftsmanship and unparalleled dollar-for-dollar value given in the Stephens "43." You, too, will be agreeably surprised to learn this forty-three foot, twin-screw, enclosed bridge deck, double cabin cruiser may be purchased for $14,950.

Designed for deep sea cruising, beautifully finished, completely equipped and furnished with every desirable modern convenience for a party of eight, the Stephens "43" leaves nothing lacking.

In construction the Stephens "43" follows the best custom practices with oversize strength throughout. The keel is one-piece Oregon pine; frames are steam bent clear white oak; planking is 1-1/16 inch white cedar, bronze screw fastened. All joiner work and trim are of Burma teak; side decks are of polished teak. Powered with two Scripps 100 h.p. engines, the Stephens "43" has a speed up to 17½ miles per hour.

At top: Enclosed bridge deck. Below: Corner of galley.

Write today for full particulars on the Stephens "43." Immediate delivery can be made subject to prior sale. Also ask for information on the Stephens fifty-five foot twin-screw cruiser.

We invite your inspection of plans and specifications of twin-screw forty-eight and seventy-five foot express cruisers scheduled for early delivery.

Also:

Corsair, Robinson Seagull and Kyle "30" and "36" Double Cabin Cruisers.

Fine selection of used boats, all sizes. List your boat with our brokerage department for resale.

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Two Showrooms — *in California*

Rialto Building, San Francisco, California

8725-27 Wilshire Blvd., Los Angeles, California

When in doubt choose a Sea Sled

Sea Sleds are claimed to possess the highest factor of safety of any craft of the size. Above is a striking demonstration—six youngsters all on one side at once, and enough margin of safety for six more if you could find room for them.

Unsurpassed for
HUNTING
for
FISHING
or as a
TENDER

YACHTSMEN who use the smaller Sea Sleds for power tenders swear by them. And this goes high and low, from an ocean-going cruiser like the magnificent big "Nourmahal" whose owner has purchased four, down to the little windjammer whose skipper has to tow his tender on a cruise because there's no room on deck to stow it.

The owners of big power yachts find them ideal for single-handed sport fishing, while the smaller cruiser finds that the little Sea Sled tows light with no danger of diving under or swamping from the swash.

In harbor, Models 13 and 16 will carry a husky load of either dunnage or passengers and with the right outboard motor will make extraordinary speed when running light. Their shallow draft and capacity for landing where there's not water for the ordinary craft make them perfect for exploring strange harbors and waterways.

No fast hull afloat has so high a factor of safety, and it is the confident boast of men who own them that no other craft will do so many things so competently and so well, because nothing else has the same combination of weight-carrying capacity, seaworthiness, speed and safety.

Hunters, fishermen, and families get solid satisfaction out of Sea Sleds. And for juniors they afford a chance for class racing which has proved both safe and popular.

TRADE-MARK REG. **SEA SLED** U. S. PAT. OFFICE

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THE SEA SLED CORPORATION

West Mystic, Conn.

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SEA SLED

SPEED • • WITH COMFORT AND • • SAFETY

Advertising index will be found on 3rd last page

This name does mean something

"PALMER" on a Marine Gasoline Motor is the guarantee of full rated horsepower, dependable and economical operation and long engine life. For thirty-five years, Palmer Bros. have kept apace with the progress in engine design and building. But have not been prone to make changes to have something new; also they have never failed to adopt every improvement as soon as it had proved its worth. In buying an engine, either for replacement or as a part of a new boat, be sure the name plate reads "Palmer." You might as well have the best . . . it costs no more per real horsepower.

**Palmer Bros. have pioneered many marine engine improvements.*

PALMER BROS. ENGINES, Inc.
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THE PALMER LINE

YT1—1-cylinder.....2 h.p.	F3—3-cylinder....25 h.p.
PNR1—1-cylinder.....6 h.p.	F4—4-cylinder....35 h.p.
PNR2—2-cylinder....12 h.p.	F6—6-cylinder....50 h.p.
PNR3—3-cylinder....18 h.p.	NK2—2-cylinder....25 h.p.
PNR4—4-cylinder....24 h.p.	NK3—3-cylinder....35 h.p.
ZR1—1-cylinder.....7 h.p.	NK4—4-cylinder....50 h.p.
ZR2—2-cylinder....18 h.p.	NK6—6-cylinder....80 h.p.
ZR3—3-cylinder....30 h.p.	Little Huskie—4-cyl..15 h.p.
ZR4—4-cylinder....40 h.p.	Power-Boy Six—6-cyl.40 h.p.
F2—2-cylinder....18 h.p.	P. A. L.—4-cylinder...25 h.p.
	Green Witch—6-cyl..150 h.p.

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Miami, Fla.
B. E. Schubert, 1008 North West 8th St. Road

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Ft. of Whiting St.

San Francisco, Cal.
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V. M. Dafoe, 1100 Powell St

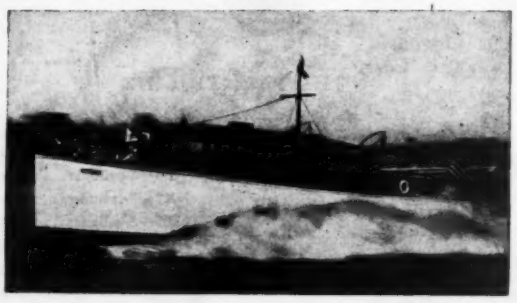
Biloxi, Miss.
Kennedy Bros.

MASTER
CRAFTSMANSHIP
AT
MODERATE
COST
Before ordering your new sport runabout, by all means, write for illustrated literature describing the new ATLAS runabouts in 19, 23, 26 and 30 foot lengths. Up to 30 and 45 skimming miles per hour are neatly tucked away into the racy lines of each model. They are designed by master craftsmen to provide the utmost in riding comfort and ease of control at all speeds. You'll thank yourself for having written for full information. Because, in addition to their ultra-custom design, ATLAS prices are exceptionally moderate—as low as $1575 for the 19 foot, fully equipped all-mahogany runabout.
"Atlas"
Dealers write for special dealer proposition.
ATLAS BOAT CORPORATION, MENOMINEE, MICHIGAN

KELVIN & WILFRID O. WHITE CO.

112 STATE ST. BOSTON ☆ 38 WATER ST. N. Y. CITY

Bound South?



We have the equipment you will need—

CHARTS — SAILING DIRECTIONS
LOGS—SEXTANTS—CHRONOMETERS
and
WE CAN ADJUST YOUR COMPASSES

All our work guaranteed

YARD AND SHOP

(*Continued from page* 48)

THE ST. MICHAELS REGATTA

St. Michaels, Maryland, took on its gala attire and all Talbot County joined with the yachtsmen of the Miles River Yacht Club August 8 and 9 in welcoming the largest fleet of yachts ever congregated at one time in the Miles River for the Ninth Annual Race Meet. Comm. John Cosden and his able committee had secured a new club house on Long Haul Creek, a most inviting harbor about a mile west of the town. This harbor, with deep water and ample anchorage space for over a hundred yachts, is one of the finest and safest along the coast and has possibilities for development that are unsurpassed.

The club has built a pier with a covered dancing floor, runways and landing floats, bath houses and a splendid bathing beach.

Thursday evening the club held open house and gave a buffet supper to the yachtsmen and guests. Friday morning the race events were run off on the courses laid in the Miles River in front of the town. The breeze was light and fitful for the sail boats until later in the afternoon when a wind squall set in and spelled disaster to one of the sailing canoes, the Margaret P. Hall, which was turned over and a hasty rescue of the crew was made by the power boats.

The Coast Guard again placed the Apache, commanded by Lieutenant Commander Harold G. Bradbury, at the starting line of the course as a committee boat for the speed boat races and Commodore Hardcastle's cruiser, Roslyn, was used in a like capacity for the sail boat races.

Free-for-all Chesapeake Bay championship event, in which were entered all classes of sail boats, was won by Messrs. Graham and Lawndes with the Vingt Trois with George Wilson's canoe, Magic, second and John J. Raskob's ten meter boat, Toodes, third. The Mary Ryder, Commodore William E. Green's sailing canoe came in fourth.

The sloop-rigged scow race was won by Unhurrying Chase, sailed by Miss Grace Hawkins.

Miss Elizabeth French, sailing Terrified Hare, won the Marconi-rigged scow race.

The free-for-all-scow race was won by James Lavery, sailing Eventually; and in the knockabout event Clair de Lune, skippered by C. J. Lipscomb, got first honors.

The winner of the sneakboxes sailing event was R. H. Rogers, sailing Yo Ho; Clara Bell, piloted by William Adams, crossed the line a winner in the Bell Class, a racing sloop class similar to but smaller than the star class and sponsored by the Corinthian Yacht Club of Baltimore.

Governor Albert E. Ritchie witnessed the races and saw Commodore William E. Green's sailing canoe, Mary Ryder, win the Governor's trophy for the third time.

The B class outboard race was won by W. Bow racing Flying Fish, who finished with 800 points to his credit.

The C class outboard race was won by C. M. Small with Shooting star, 800 points, with W. L. Fismer's J 148, second.

The class D prize was also won by C. M. Small in Shooting Star, with 761 points and Lee Washington driving Hurry, second with 724 points.

The free-for-all cruiser race was won by W. J. Starrett, driving his Raggedy Ann with A.C.F., driven by Edwin Kaiser, second.

The free-for-all speed boat race was won by E. J. Chase, in Pep II with an average speed of 43.96 miles per hour. J. Howard Van Sciver in Heathen, second.

In the 225 horsepower Runabout race first place went to J. Howard Van Sciver, driving Heathen, who won all three heats. A. Van Scriver driving Peter Pan II, got second place.

The free-for-all outboard race was won by Spirit of Green Pond, driven by Frank White with M. Gear's Sun Dog, second.

In the handicap runabout race first place was won by G. Mathews' Chris Craft First. The handicap cruiser race was won by Raggedy Ann, William Starrett driving; Peggy, S. W. Whelan, second. Eight other cruisers exceeded their approximate time and the penalty threw them out of the running.

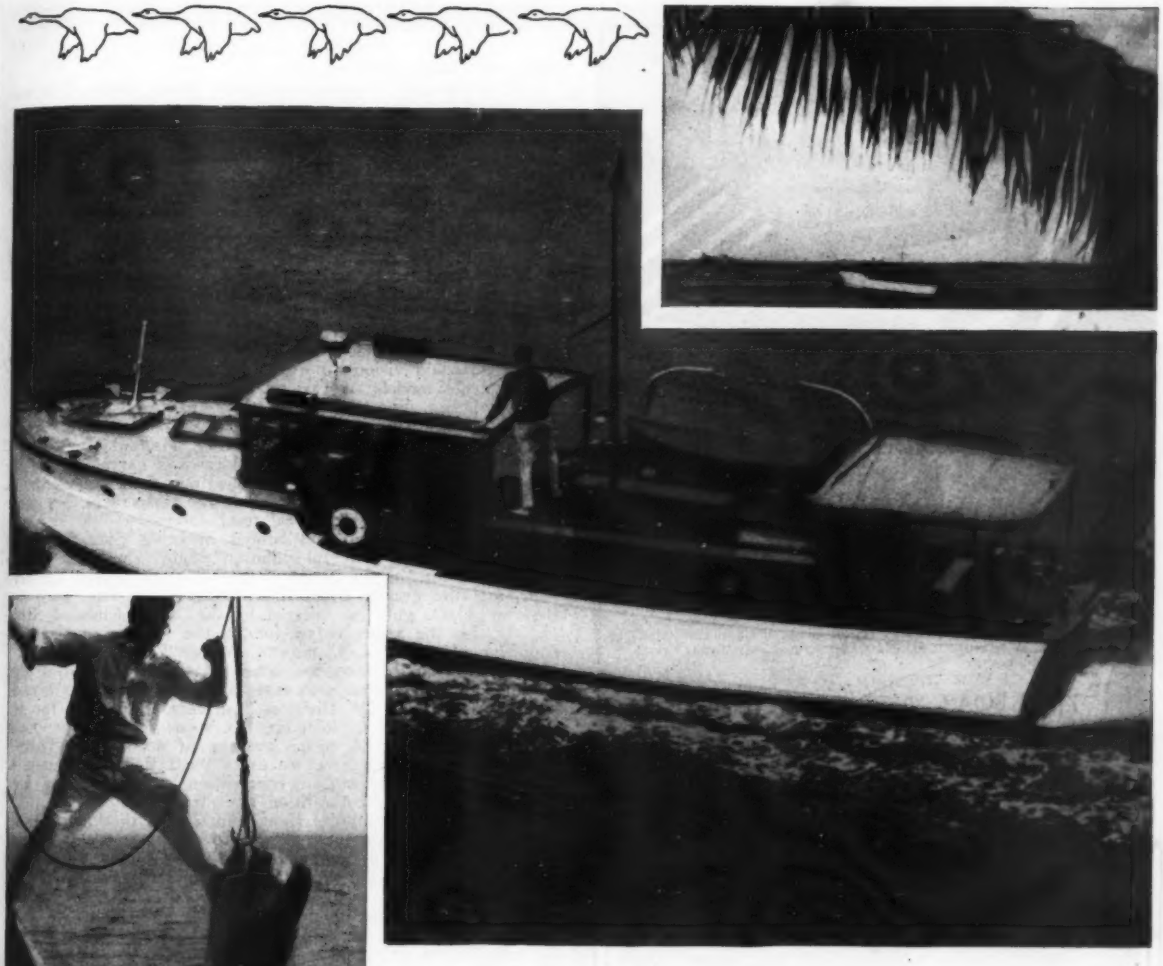
J. J. Raskob's This L'Doit won the race for runabouts of not over 100 horsepower, with 1161 points for the three heats and J. Voorhees' Senorita with 1122 points won second place.

The last race run was the Ladies' Free-for-All, won by Mrs. Guy Delahay, driving Pep II, and second place went to Miss Denston, driving Heathen.

The yacht club grounds, gaily decorated with colored lanterns, were crowded Saturday night as the prizes were awarded to the winners by Commodore William McP. Bigelow and Ira Hand and many congratulations were extended to the Miles River Yacht Club and its officers for the successful conclusion of the Ninth Annual Regatta.

(*Continued on page* 124)

Advertising index will be found on 3rd last page



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THE very roominess of all quarters, the ample lockers and storage for clothing, linen, food, water and ice makes living aboard a pleasure. The trip South is always a delight. Three large gasoline tanks give the necessary cruising range. Twin engines give speed, insure safety and shallow draft for inland waterways.

Every Fall many Dawn owners authorize us to sell their boats and build them new yachts for Spring delivery. These boats, in commission ready to go South, can be purchased now far more reasonably than when the Northern season opens up next May. Call and see them at our yard or let us send you literature. Remember, you live and travel aboard a Dawn Cruiser in comfort. DAWN BOAT CORPORATION, Clason Point, New York City, telephone Westchester 7000.

DAWN
TWIN-SCREW CRUISERS

Dawn 45-footer . . . Powered by twin-Lathrops, each 70 H.P. . . . Speed 14 M. P. H. . . . $17,900 afloat at Clason Point
Dawn 48-footer Express . . Powered by twin Sterling Petrels, each 150 H.P. . . {5¼"x6"} . . Speed 20 M. P. H. . . $25,800 afloat at Clason Point

KING SEA SKIFFS
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For The Florida Trip
Orders placed now will receive prompt attention. Each boat is built for any weather—any sea, and offers maximum upkeep.
Visit our plant, it's a beautiful motor trip to Highlands. See a King Sea Skiff built with the finest workmanship. Lap strake construction, all copper and brass fastenings ribs of steam bent white oak, heavy spruce bottoms, all mahogany trim. See just what a real value this boat is.
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KING BOAT WORKS
Originators of Fast
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HIGHLANDS
NEW JERSEY
REGAL QUALITY

SHE WINS EASILY

CAN you imagine the satisfaction to the captain when his boat is declared the winner? The answer is a staunch boat, well manned by experienced men.

The same with paints. You must put on the best, and "New Jersey" Copper Bottom Paints will speed up the boat and help you win.

Have you seen the Navigator or Mariner's Guide? Write us how to get a copy of this handbook.

NEW JERSEY PAINT WORKS
Harry Louderbough, Inc.
Wayne & Fremont Streets
JERSEY CITY, N. J.

SOUTH JERSEY COMES TO LIFE

(*Continued from page* 31)

Club were justly deserved.

The racing, too, was of the highest order. Much of it was close and interesting. The best drivers from South Jersey were present and the prizes were especially attractive.

When the cold, blustery northeasters were whistling down the Atlantic seaboard last winter, an Atlantic City youth who had gained fame and success in outboard racing during the 1929 season busied himself with hammer and saw in his spare hours, carrying through an idea.

The lad was C. Mulford Scull, whose home is in that section of Atlantic City known as Ventnor. He had won the Sir Thomas Lipton trophy on the Schuylkill River and many other important amateur events. He had a fast boat, Shooting Star, but he was not satisfied.

He wanted a new one. He had ideas of what it should be, what lines it should have, and all that sort of thing. With such a boat he could vision all sorts of successes. He looked over the available models of various builders but saw nothing to meet his idea.

Thanksgiving Day rolled round, and Scull decided he would build one in his yard at Atlantic City. He did. It took all winter to finish the job. But the idea was carried out. The new boat was launched, tested and tried out, then named Shooting Star II. The new boat did well in the early races, but what would she do in a test? A real test?

That was the background behind Shooting Star II, when with Scull at the powerful Johnson motor, she came up to the starting line, as the hands of the big clock neared the zero hour, and the gunner lifted his mallet, in the first race for the new $3,000 gold cup offered by the Yacht Club of Stone Harbor, for the amateur free-for-all, the feature of the two-day Stone Harbor, N. J., regatta, August 2 and 3.

Shooting Star II won the Stone Harbor trophy. But that was not all. The home made craft also won Class C, Class E, and Class F races for Division 2 drivers. Her time for the 6-mile free-for-all race, including six turns (for the race was three laps) was 7:59.4, or an average of 46.2 m.p.h. That is fast time on any course; to be exact the fastest ever made at Stone Harbor, in or out of competition, and comparing well with times made in competition anywhere.

Scull thinks his idea was right, and so was the carrying out thereof. Well, perhaps.

The only fly in the ointment of the two days' racing for Scull was Class D, in which 20-year old Albert W. Nagell, of Wildwood, N. J., racing Miss Wildwood III, a new Ludington boat, accomplished his ambition of the year, when he nosed out Scull's Shooting Star II by a few boat lengths in a class of ten starters. That gave Scull one second and four first places, for five starts.

But the victory gave Nagell his reward. Ever since he finished second in the Colonel Greene trophy race at Miami, he has been anxious to turn professional, and get in on the money. But he wanted to get Scull once first. Nagell got him in Class D, and in the midst of the regatta, surprised the spectators, when he pulled a fast flip-flop into the professional ranks, winning his first professional race, the Division 4 free-for-all.

Johnny Stiles, of Ocean City, N. J., must not be forgotten. His rebuilt HyHatter II had quite an enjoyable time in the cash prize events, and John went home a bit richer for his efforts. He was in the money in almost every race, winning Class C division 3, and Class F division 4.

Walter Bew's Flying Fish, of Atlantic City, won its 16th consecutive victory in Class B division 2, when it captured that event, which was re-run after numerous protests had been filed, following the first running of the race.

Ted Ulmer with Miss T C U, from Willow Grove, Pa., won the free-for-all for division 3, in a surprising mix-up, when virtually every other boat in the race had trouble. David Entricken's Gulf Pride, of Hammonton, N. J., won the Class F division 3 event from Ben Risley's Question Too, of Pleasantville, in a nip-and-tuck race, but Risley came back and won the Class E division 3 event.

A western entry did its stuff in the Class D division 3 race, when Jack Woods' Michigan Kid, from Detroit triumphed. That was the only race in which Michigan Kid competed, although her driver tried to get her in half a dozen, motor trouble always breaking it up.

A number of stock runabout events were scheduled. A. D. Pugh's fast Christcraft Arctic Tern, from Ardmore, Pa., won the speedboat free-for-all rather handily when Joe Thorpe's Black Hawk, of Egg Harbor, broke down tuning up before the start. In the time trial Saturday, Arctic Tern made the four mile trial distance in 5:12.4, or an average of better than 46 m.p.h.

(*Summaries on page* 98)

Advertising index will be found on 3rd last page

The World's "Winner"

Illustrated is the Improved Sands Pump Water Closet known for many years as the "Winner" —our fastest-selling fixture. The "Winner" is standard equipment on most of the finest stock cruisers—marine architects specify it and dealers recommend it everywhere. Unquestionably more pleasure boats are equipped with "Winner" Closets than with any other make or model in the world. It has been improved from time to time and now embodies desirable features never before offered at the price. Quantity production enables us to reduce our costs and we pass the saving along to you.

All bronze combined supply and waste pump.
Cast malleable bronze operating lever with cellu-white wood grip.
Improved square-back seat and cover with extra heavy nickel plated brass bar type hinge.
Pump with natural bronze finish, fitted with polished trimmings.
Sands back-water check valve permitting closet being used above or below water line.
Pump furnished facing right or left hand side as required.
Discharge outlet may be turned right or left parallel to waste arm or at right angle.
Height, regulation 15 inches—no platform required.
Bowl of best quality two-fired vitreous china.
First-class material and workmanship throughout.

SANDS "Winner" NOW $39.75

with Oak or Mahogany Finished Seat and Cover

With Cellu-white Seat and Cover and White Pump as illustrated **$45.75**

This Sands Fixture is fully guaranteed, and its great popularity is your assurance of satisfaction.

Catalog of other Sands Plumbing Fixtures mailed free on request

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Order from your nearest Distributor

"Winner" Closet on the new 38-foot A.C.F. Commuter. Sands Plumbing Fixtures are standard equipment on all A.C.F. boats

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Philadelphia, Pa.: Elisha Webb & Son Co.
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Baltimore, Md.: The Wm. H. Whiting Company
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Detroit, Mich. H. D. Edwards & Co.
Detroit, Mich.: Henry H. Smith Co.
Houston, Texas: Peden Company
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San Francisco, Cal.: Johnson & Joseph Company
San Pedro, Cal.: The C. J. Hendry Co.
San Pedro, Cal.: Marine Hardware Company
Seattle, Wash.: Pacific Marine Supply Co.
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OWENS
26
CRUISERS

$1860

THE proudest yachtsman may well praise this cruiser of 26 feet, find built into her the quality, fine materials and comforts of yachts selling for over a thousand dollars more.

Fast, up to the minute, equipped for every comfort, including berths, galley, toilet and lots of real privacy this cruiser is mahogany over white oak framing with bronze fastenings throughout. Speed 16 miles per hour. Equipped with 44 h.p. Gray Motor.

An unusual sales plan offering the boat direct from builder to you places it well within your reach.

Only a few more left for quick delivery — who will get them? Write for particulars or visit our factory.

Owens Boat Co.
Annapolis Maryland

cabin leaks!

A Sure Cure Is

Are Stubborn and Persistently Annoying

JEFFERY'S
C QUALITY LIQUID MARINE GLUE
Tenacious—Resilient—Durable

Lay canvas on deck with Jeffery's C Quality Liquid Marine Glue, running canvas about an inch up the side of the cabin house. Smear the sides of a one-inch quarter round with C Quality Glue and secure where cabin house and deck meet. You will never have a cabin leak after.

There is a Jeffery's Glue for any leak

At all dealers—Send for free booklet, "Marine Glue."

L.W. Ferdinand & Co.
152 Kneeland Street Boston, Mass.

STONE HARBOR SUMMARIES

(*Continued from page 96*)

YACHT CLUB OF STONE HARBOR, N. J.
August 2-3, 1930
AMATEUR OUTBOARD FREE-FOR-ALL FOR $3,000 STONE HARBOR TROPHY
Distance 6 Miles

Boat	Driver	Time	Speed
Shooting Star II,	C. Mulford Scull, Atlantic City	7:59.4	45.0
Floss II,	John E. Stiles, Ocean City	8:13.4	43.7
Miss Wildwood II,	Albert W. Nagell, Wildwood	8:39.0	41.6
Hurry,	Lee Washington, Atlantic City	d.n.f.	....

CLASS D OUTBOARDS—DIVISION 2, 4 Miles

Miss Wildwood II,	Albert W. Nagell, Wildwood	5:21.6	44.7
Shooting Star II,	C. Mulford Scull, Atlantic City	5:24.2	44.4
Floss II,	W. J. Henderson Jr., Ocean City	5:34.0	43.1
Flash IV,	William Carll, Jr., Mays Landing	6:08.4	....
Jean,	R. Page, Clayton, N.J.	6:09.2	....
Hurry,	Lee Washington, Atlantic City	d.n.f.	....
Pluto,	Chicky Allen, Lake Hopatcong, N. J.	d.n.f.	....

CLASS C OUTBOARDS—DIVISION 2—4 Miles

Shooting Star II,	C. Mulford Scull, Atlantic City	6:11.4	38.8
Flash IV,	William Carll, Jr., Mays Landing	6:12.2	38.6
Ducky Also,	Ted Schramm, Atlantic City	6:13.0	38.4

CLASS D—DIVISION 3—6 Miles

Michigan Kid,	Jack Woods, Detroit, Mich	8:10.4	44.0
Harbil,	Harper Chance, Port Norris, N. J	8:12.0	43.9
Question Mark II,	Ben Risley, Pleasantville	8:12.8	43.8
HyHatter II,	John E. Stiles, Ocean City	8:26.6	42.6
Miss T C U,	Ted Ulmer, Fox Chase, Pa	8:34.6	41.9
Gulf Pride,	David Entriken, Hammonton	no time	....

CLASS E OUTBOARDS—DIVISION 3—6 Miles

Question Mark Too,	Ben Risley, Pleasantville	8:19.0	43.2
HyHatter II,	John E. Stiles, Ocean City	8:30.6	42.3
Thunderbolt,	John E. Huber, Willow Grove, Pa	8:39.0	41.6
Gulf Pride,	David Entriken, Hammonton	9:12.4	3.3
Michigan Kid,	Jack Woods, Detroit, Mich	broke down	....
Harbil,	Harper Chance, Port Norris, N. J	d.n.f.	....

CLASS C OUTBOARDS, DIVISION—3—6 Miles

HyHatter II,	John E. Stiles, Ocean City	8:16.0	43.5
Harbil,	Harper Chance, Port Norris, N. J	8:22.4	42.9
Miss T C U,	Ted Ulmer, Fox Chase	8:44.0	41.2
Miss Wildwood III,	William Wylie, Wildwood	8:48.8	40.8
Gulf Pride,	David Entriken, Hammonton	no time	....
Thunderbolt,	John E. Huber, William Grove	no time	....
Tub,	Wm. S. Martin, Bridgeton, N. J	no time	....

CLASS B OUTBOARDS—DIVISION 1—2 Miles

J-68,	Geo Becker, Jr., Atlantic City	3:07.6	38.3
Floss II,	Joe Stiles, Ocean City	3:37.6	33.1
Skippy,	Phil J. Bowers, Jr., Sea Bright, N. J	3:41.0	32.5

CLASS E OUTBOARDS—DIVISION 2—4 Miles

Shooting Star,	C. Mulford Scull, Atlantic City	5:39.2	42.4
Hurry,	Lee Washington, Atlantic City	5:56.8	40.3
Miss Wildwood II,	Albert W. Nagell, Wildwood	6:01.8	39.8

CLASS B—DIVISION 2 OUTBOARDS—4 Miles—RE-RUN

Flying Fish,	Walter New, Atlantic City	6:44.4	35.6
Floss,	Joe Stiles, Ocean City	6:48.0	35.2

CLASS F—DIVISION 2, OUTBOARDS—4 Miles

Shooting Star,	C. Mulford Scull, Atlantic City	5:48.0	41.3
Hurry,	Lee Washington, Atlantic City	6:34.6	36.4
Miss Wildwood II,	Albert W. Nagell, Wildwood	7:07.2	33.7

STOCK RUNABOUTS OVER 130 H.P. HANDICAP—6 Miles

Grace II,	Carroll Brooks, Stone Harbor	6:40.8	....
Restless III,	F. C. Carter, Atlantic City	6:42.2	....
Arctic Tern,	A. D. Pugh, Ardmore, Pa	6:43.4	....

STOCK RUNABOUTS UNDER 130 H.P. HANDICAP—6 Miles

Robellma,	R. Sullivan, Atlantic City	8:13.0	....
Phy Chi,	Phil Hart, Jr., Ocean City	8:21.4	....

FREE-FOR-ALL—STOCK RUNABOUTS—6 Miles

Arctic Tern,	A. D. Pugh, Ardmore, Pa	6:24.0	....
Restless III,	F. C. Carter, Atlantic City	6:50.8	....
Grace II,	Carroll Brooks, Stone Harbor	6:58.6	....

OUTBOARDS FREE-FOR-ALL, DIVISION 4—6 Miles

Miss Wildwood II,	Albert W. Nagell, Wildwood	8:56.8	40.2
Harbil,	Harper Chance, Port Norris, N. J	9:06.0	39.5
HyHatter,	J. E. Stiles, Philadelphia, Pa	9:17.4	38.7

OUTBOARDS FREE-FOR-ALL, DIVISION 3—6 Miles

Miss T C U,	Ted Ulmer, Willow Grove	10:00.0	36.0
Buddy,	Harry J. Thurston, Hammonton	10:54.6	33.0
Harbil,	Harper Chance, Port Norris, N. J	no time	....
Miss Wildwood II,	Albert W. Nagell, Wildwood	no time	....

FAMILY OUTBOARDS FOR SINCLAIR TROPHY—4 Miles

Orr's Garage,	Frank Orr, Stone Harbor	9:29.0	25.3
Skippy, Jr.,	E. C. Kirk Savage, Stone Harbor	10:54.4	23.5
No Name,	J. A. Nachod, Jr., Stone Harbor	10:11.2	23.5

OUTBOARDS, CLASS F, DIVISION 3—6 Miles

Gulf Pride,	David Entriken, Hammonton	8:56.2	40.2
Question Mark Too,	Ben Risley, Jr., Pleasantville	8:59.4	40.0
Hy Hatter II,	John E. Stiles, Ocean City	Disqualified	
Chotsie II,	Dr. Burnham, Wilmington, Del.	Swamped	

OUTBOARDS, CLASS F, DIVISION 4—6 Miles

Hy Hatter II,	John E. Stiles, Ocean City	8:46.4	41.0
Buddy,	Harry J. Thurston, Hammonton	8:55.0	40.3
Harbil,	Harper Chance, Port Norris	9:08.6	39.3
Miss T C U,	Ted Ulmer, Willow Grove	9:25.4	38.2
Mercury Too,	W. B. Tuck, Philadelphia	no time	....

DEVOS NAMED SALES MANAGER

"In line with the expansion program now afoot to place Standard full Diesel marine and stationary engines in a leading position in the industry," writes Benjamin C. Smith, president of Standard Motor Construction Company of Jersey City, "announcement is made of the appointment of L. S. Devos as general sales manager to take effect at once."

"Additional outlets for the increased production of our present and future contemplated products make it necessary to enlarge our present sales organization. Because of Mr. Devos' broad and successful experience in the automombile and boating fields, as well as his knowledge of foreign markets, he is peculiarly fitted for the responsibility in organizing an adequate merchandising international organization."

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KUHLS

E·L·A·S·T·I·C SEAM COMPOSITIONS

Let the racer tell you about tight seams. He knows what details win races. He knows that one vitally important detail of conditioning his craft is caulking—or re-caulking.

Kuhls Elastic Seam Compositions provide seam tightness above and below the water line. They do not become hard and brittle, but remain e-l-a-s-t-i-c—almost become a part of the wood.

Surely if designers, builders, captains and racers insist on Kuhls Compositions, every boat owner should follow their lead. Ask your dealer, for he has Kuhls in five colors. Or write us direct. We manufacture marine paints also.

H. B. FRED KUHLS

Sole Manufacturers, Established 1889

65th Street and 3rd Avenue, Brooklyn, N. Y.

for 40 years

No. 1 FOR DECKS
No. 2 FOR HULLS
No. 3 FOR LAYING CANVAS

Old Man Joe says:

"Our Customers are all *performance minded!*"

WHEN the engine builder selects a reverse gear, Romance, Sentiment and Guesswork are locked out of the conference! Performance is the sole Guest of Honor. For once built into an engine, a gear becomes a *part of that engine,* and the engine builder must "father" the entire unit. Quite naturally, he thinks long and hard before standardizing on the gear that is to match the performance of his engine.

The order from Lycoming for 3350 Joes Gears advertised recently truly indicates the standing of Joes in a field in which

Fifty-three Marine Engine Builders

STANDARDIZE ON JOES FAMOUS REVERSE GEARS

By being constantly alert to the changes in engine design and requirements—and by producing a gear that gives smooth, dependable service *to the user*—Old Man Joe has made warm friends of the important engine builders, and boat builders and dealers as well.

Every gear requirement of the great racing stars, the commercial and fishing boat operators, and the amateur motor boater, is found in Joes complete line. Our engineers are at the service of all. Write us.

Send for Free
"Vest Pocket Rules of the Road"

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Rochester, N. Y.—Volney E. Lacy, Charlotte Station.
Philadelphia, Pa.—W. E. Gochenaur Mfg. Co., 631 Arch St.
Baltimore, Md.—Mabon & Gall, Inc., Pratt & Gay Sts.
Norfolk, Va.—Gas Engine & Boat Corp., First St.
Detroit, Mich.—Henry H. Smith & Co., 334 Jefferson Ave., East.
Cleveland, Ohio—Wm. F. Meier, 1220 Warren Rd., Lakewood.
St. Louis, Mo.—Wm. Grossmann, 1908 Olive St.
Chicago, Ill.—W. L. Masters & Co., 800 No. Clark St.
Toronto, Canada—A. R. Williams Machinery Co., 66 Front St., W.
Portland, Ore.—Oregon Marine Supply Co., 105 First St.
New Orleans, La.—Arthur Duvic's Sons, 122 Chartres St.
Los Angeles, Calif.—Fellows & Stewart, Wilmington.
So. Calif. & No. Mex.—Campbell Machine Co., Foot of 8th St., San Diego.
Seattle, Wash.—Pacific Marine Engine Co., 913 Western Ave.
Mobile, Ala.—Marine Supply Company.
Galveston, Tex.—Galveston Marine Supply Agency, 2007 Strand.
San Francisco, Calif.—Johnson & Joseph Co., 56 Sacramento St.
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Japan & Australasia—Melchoir, Armstrong & Dessau Co., 116 Broad St., New York City.
Holland—Fred J. Kemper, 'SGravelandsche Polder, Schiedam.
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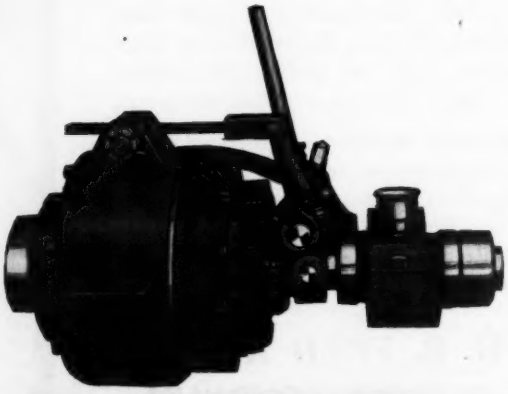
Washington, D. C.—Barber & Ross, Inc., 11th & G Sts.
Miami, Fla.—J. Frank Knorr, 527 N. W. 7th Ave.
England—British Power Boat Co., Hythe, Southampton.
Germany—Wilhelm Jäger, Dammstrasse 60, Kiel, Germany.



JOES FAMOUS REVERSE GEARS

REVERSE 80%~88%
of Motor Speed

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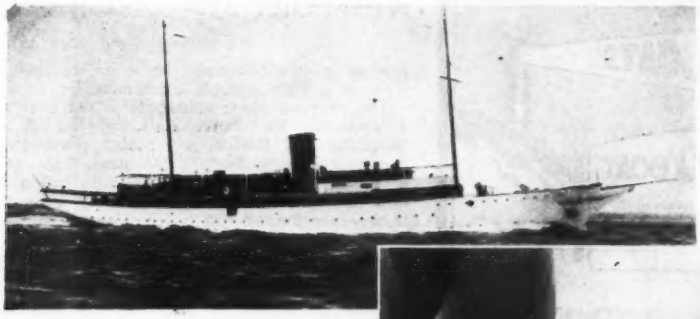
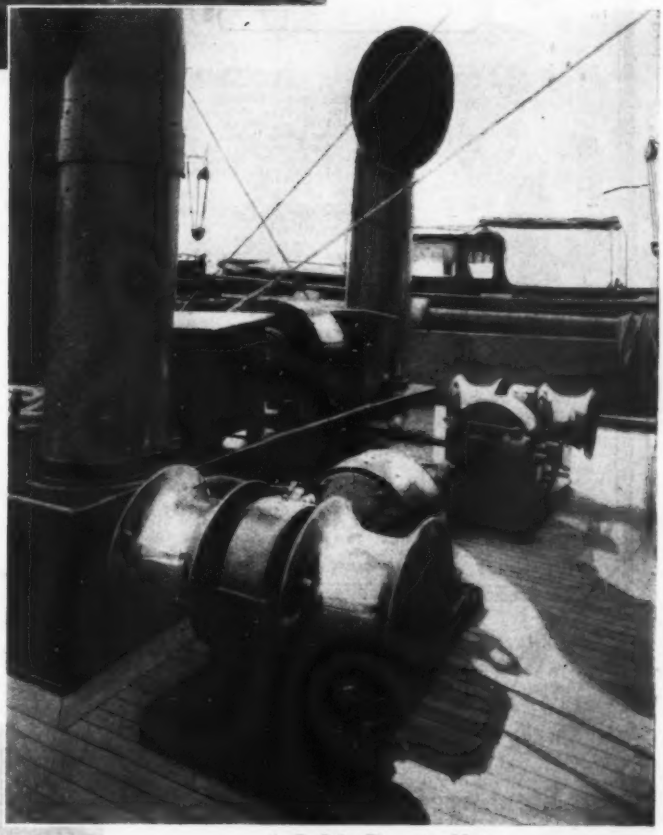


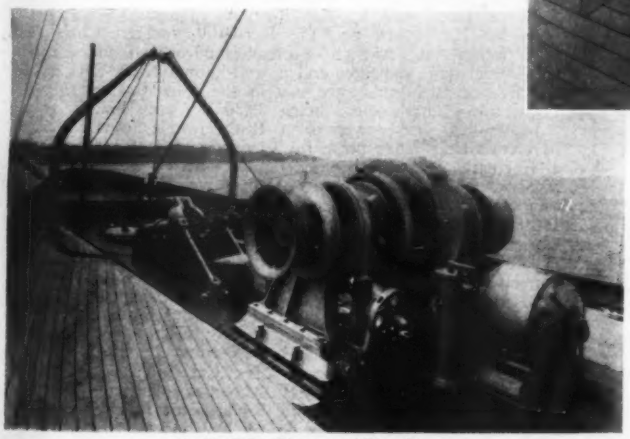
CAMBRIONA—*Length 236 feet. Owner: Mr. W. O. Briggs. Architects: Cox & Stevens, Inc. and John H. Wells, Inc. Builder: Pusey and Jones Corp.*

On the Cambriona A-E-CO Auxiliaries

READY for hard service, handsome as their surroundings, trim, reliable, efficient—A-E-CO Deck Auxiliaries are selected for the finest yachts. They are the product of an organization with an international reputation.



A-E-CO Electric Hoists



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A-E-CO Auxiliaries insure safety and ease of handling wherever used. On the smaller craft they banish hard work and make yachting a real pleasure . . . for the big boats there are powerful electric and electro-hydraulic winches, windlasses and steerers. Tenders can be raised or lowered in a jiffy with A-E-CO davit winches, either hand or electric. Send for our catalogue, then specify smart A-E-CO Auxiliaries for your new yacht.

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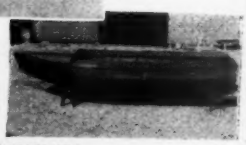

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EQUIPMENT

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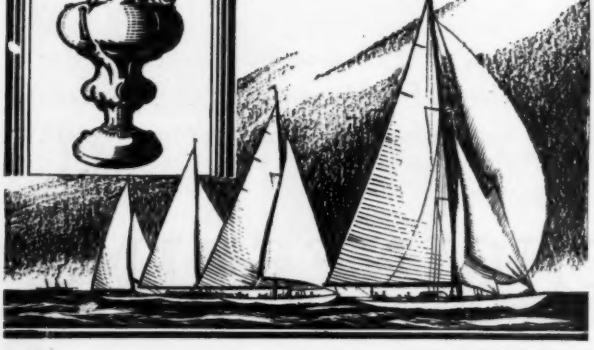


NEWPORT STAGES GREAT REGATTA

(*Continued from page 33*)

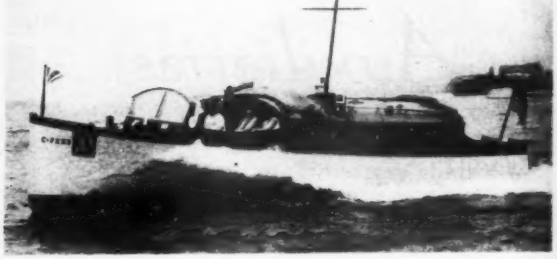
leading boats throughout the entire distance and the spectators were in a high state of excitement.

The race for stock runabouts of not over 40 horsepower was a walkaway for Pierre LaBonte, Jr., of Fall River, Irving W. Dillon, of Boston, and Slater Washburn, of Narragansett Pier, all driving Dodge 16-footers. Labonte was first in the first heat, and second in the scond. Dillon was second in the first and first in the second, making a tie for points but LaBonte carrying off the prize with an average speed of 27.74 against Dillon's 27.32.

In the race for runabouts of not over 75 horsepower LaBonte, in his 40 horsepower Dodge took the wake of Harold C. Bowen's 75 horsepower Chris Craft in both heats and finished second with S. John Lownes, Jr., of Providence, getting third on points with the 40 horsepower Gray powered Dillon Craft. The winner's speed was 30.15 miles an hour.

Bowen's Chris Craft also walked off with the race for runabouts not over 110 horsepower at 30.44 miles an hour with Pierre LaBonte's, Slater Washburn's, and William P. Mohr's Dodge 16-footers following in the order named.

The same order of first and second was maintained in the event for runabouts not over 135 horsepower in which six boats started. In the 200 horsepower class It, a Chris Craft powered with a Kermath 150 horsepower engine and owned



Scandalmonger, Slater Washburn's 38-foot Matthews cruiser, which won the express cruiser event

by J. D. Carscallen, of Babylon, L. I., carried off both heats, followed each time by the Kermath powered Sea Lyon of John M. Rutherford and the Kermath powered Chris Craft of Winthrop W. Aldrich, a member of one of the America's Cup Defender Syndicates and a well-known New York banker. All five boats in this race ran in the same positions in both heats, the winner's speed being 39.30 miles an hour.

In the 300 horsepower event Rutherford's Sea Lyon bowed to Carscallen's more powerful Chris Craft It Too, fitted with a Kermath 250 horsepower engine, with Winthrop Aldrich's 200-horsepower Chris Craft third. Five boats answered the gun for the displacement boat free-for-all which was won by It Too, with Rutherford's Sea Lyon second and Aldrich's Chris Craft third, the winner's speed being 39.02.

The big surprise of the regatta was the winning of the women's open handicap, for the magnificent trophy presented by Mrs. Vincent Astor, by Mrs. Slater Washburn in Hi Ho, a Dodge 16-footer. Running on a handicap basis Mrs. Washburn gained a year's possession of this trophy which cost considerably more than her boat by defeating the 250 horsepower Chris Craft It Too, driven by Mrs. Carscallen. LaBonte's 16-foot Dodge, driven by Mrs. J. F. Maier, was third.

In the grand free-for-all the displacement runabouts had the field to themselves, there being no hydroplanes present at the regatta. This was run in two heats of six miles each and was won by the Carscallen Chris Craft, It Too, with Jack Rutherford's Sea Lyon second and Winthrop Aldrich's Chris Craft third.

The high spot of the entire program was the whaleboat race for crews from the United States battlefleet stationed near the course and the Coast Guard. It seemed as if every floatable small boat owned by the Navy and Coast Guard combined followed the straining oarsmen as they struggled toward the finish line off the committee boat. Probably an entire month's pay for the whole fleet changed hands when this exciting race was won by a few feet by the crew from the U.S.S. Richmond, followed by the crew from the Torpedo Station, and the U.S.S. Wright. Seven boats took part in this hectic event and a time-

(*Continued on page 104*)

Advertising index will be found on 3rd last page

THE WHOLE COASTLINE IS YOUR HIGHWAY
When you own A CONSOLIDATED CRUISER

PLAN now for the wonderful summer enjoyment that can be yours next year as the owner of a Consolidated boat. It will pay you rich dividends in health and happiness for yourself and your family...and in the delightful friendships and associations that being a yachtsman will bring you.

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Consolidated-built, Speedway-powered boats combine beauty of line and luxurious comfort of appointment with power, speed and seaworthiness. They are the result of nearly half a century of experience in fine shipbuilding. Thousands of Consolidated Craft and Consolidated-built Speedway engines are giving constant, dependable service, in yachting, in Government use, and in business.

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Let us send you interesting data and illustrated literature about any size or type of boat that appeals to you. Then consult with our engineers. They will be glad to provide specifications and estimates with not the slightest cost or obligation to you. Write to us... today.

PLACE your order now to insure delivery next Spring. Write us for details concerning any type of boat you may have in mind...either in steel or wood, gasoline or Diesel drive.

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THE "DONMARGEO", an 81-foot commuter, designed and built by CONSOLIDATED for Mr. George F. Breen.

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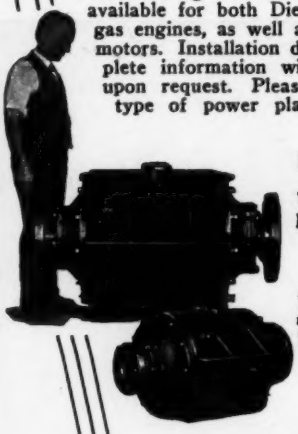
Morse Straight Line Reduction Gears are available for both Diesel and slow speed gas engines, as well as the higher speed motors. Installation drawings, and complete information will be mailed free upon request. Please state size and type of power plant when writing.



Photograph showing relative size of two new heavy-duty Morse Reduction Gears.

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The Main Sheet

W. D. EDENBURN, Editor

5-216 General Motors Building - Detroit, Mich.

NEWPORT STAGES GREAT REGATTA

(*Continued from page* 102)

honored tradition of the Navy was upheld when the winning crew proceeded to throw its coxswain overboard at the finish. Another high spot of the regatta was the blonde girl who helped the Richmond's crew receive the prize money at the regatta dinner that night.

The summary follows:

NEWPORT REGATTA RESULTS

Twenty-five events were scheduled for the program of the Newport Regatta held on July 25-26 under the auspices of the Narragansett Bay Regatta Association. The first event was a race for the Vanderbilt Trophy, open to express cruisers over a special 10-mile course. Scandalmonger, driven by Slater Washburn and powered with a 150 h.p. Kermath engine, was the winner with a point score of 761 for the two heats. Gorton Lippit's Kitty, powered with a 110 h.p. Universal placed second with 724 points. E. H. Keil's Barjohro was third; G. L. Moore's Saffrite II, fourth; and A. G. Shea's Avalon placed fifth.

Seven entries were scheduled for the class A, division I race, which consisted of two heats over a two-mile course. Charles Padula's Oh-Oh, powered with a Lockwood motor, scored 800 points and averaged 23.825 m.p.h., taking first place. Miss Newport, driven by Alice B. Farnum, was second, with a speed of 21.14 m.p.h.; G. C. Raymond's, R. M. S. Special third. Doran Farnum's Napoleon, Thurston Easton's Boop-a-Doop finished in fourth and fifth places respectively.

Class A, division II—First, The Lame Duck, Herman Christ; second, Oh-Oh, N. W. Kalat; third, Misfire VII, E. V. Howe; fourth, Porteus, James N. Sullivan; fifth, Hazee, Walter V. Hayes.

Class B, divisions I and II—First, Century Midget, N. W. Kalat; second, Hi-Hat, Earl Thomas; third, Four Aces, Dudley Rockwell; fourth, Century Midget, R. C. Flagg; fifth, Miss Wollaston, Carl Huerth; sixth, Pest, George Maynard. The winner's time was 34.2 m.p.h. average, with a best speed of 34.36 m.p.h.

In class B, division IV, only two entries competed, Marshall Eldredge winning with a best speed of 27.79 m.p.h. I. W. Dillon placed second.

Class C, division I—Won by Baby Whale, R. J. Bicknell, Jr., averaging 34.62 m.p.h. for the two heats. Second, Kemo, driven by Kenneth Mosken; third, Pest, driven by Jing Johnston; fourth, Midge, driven by Ted Rogers.

Class C, division II—First, Dick Knight, driving Tex I; second, N. W. Kalat, driving Oh-Oh; third, J. N. Sullivan in Porteus and fourth, Walter V. Hayes, driving Hazee.

Class C, division IV—First, Saugatuck, Willis Overton; second, Marshall Eldredge; third, Baby Whale, E. D. Yule; fourth, Miss Humarock, R. S. Boles; fifth, Safety-Craft, driven by Skinner.

Event 9 was for classes E and F, divisions I and II. First, Midge, driven by Ted Rogers; second, Hotspot, driven by Howard Fuller; third, Tex I, driven by Dick Knight and fourth, Baby Whale, driven by John Bicknell.

Classes E and F, division IV—Winner, Saugatuck Also S. Ollendorff, Jr.; second, K. MacKenzie. Baby Whale, E. D. Yule; Miss Humarock, R. S. Boles; I. W. Dillon; Saugatuck, Willis Overton finished in the order named.

Event No. 11 was for stock runabouts with not more than 40 h.p. Pierre LaBonte, Jr.'s, Alouette, powered with a 40 h.p. Lycoming, was the winner; I. W. Dillon, second, with another boat also powered by Lycoming; and third, Hi-Ho, driven by Slater Washburn. MaCherie, E. John Lownes, Jr.; Miss Firestone, William T. Mohr; and Sea Sled, J. W. H. Walker finished fourth, fifth and sixth respectively.

Stock runabouts not over 75 h.p.—First, Green Flash II, driven by Harold C. Bowen; second, Alouette, driven by P. LaBonte, Jr.; third, MaCherie, driven by E. Lownes. Miss Firestone, Hi-Ho and Elizabeth were also entered in this event.

Stock runabouts not over 110 h.p.—Won by Green Flash II, driven by H. C. Bowen; second, Alouette, driven by P. LaBonte; third, Hi-Ho, driver, Slater Washburn; fourth, Miss Firestone, driver, William T. Mohr.

Stock runabouts not over 135 h.p.—First, Green Flash II, Harold C. Bowen; second, Alouette, P. LaBonte; third, MaCherie; fourth, Hi-Ho; and fifth, Sea Sled.

Stock runabouts not over 200 h.p.—First, It, A. D. C. Arnold; second, Sea Lion, John N. Rutherford; third, Chris-Craft, Charles Lisberg; fourth, Miss Gray Gables, A. H. Waitt; fifth, Green Flash II, H. C. Bowen.

Stock runabouts not over 300 h.p.—First, It Too, A. D. C. Arnold; second, Sea Lion, John Rutherford; third, Chris-Craft, Charles Lisberg; fourth, Temptress, D. H. Paton; fifth, Miss Gray Gables, A. H. Waitt.

(*Continued on page* 108)

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COMING

- - the greatest endurance test in the history of power boating

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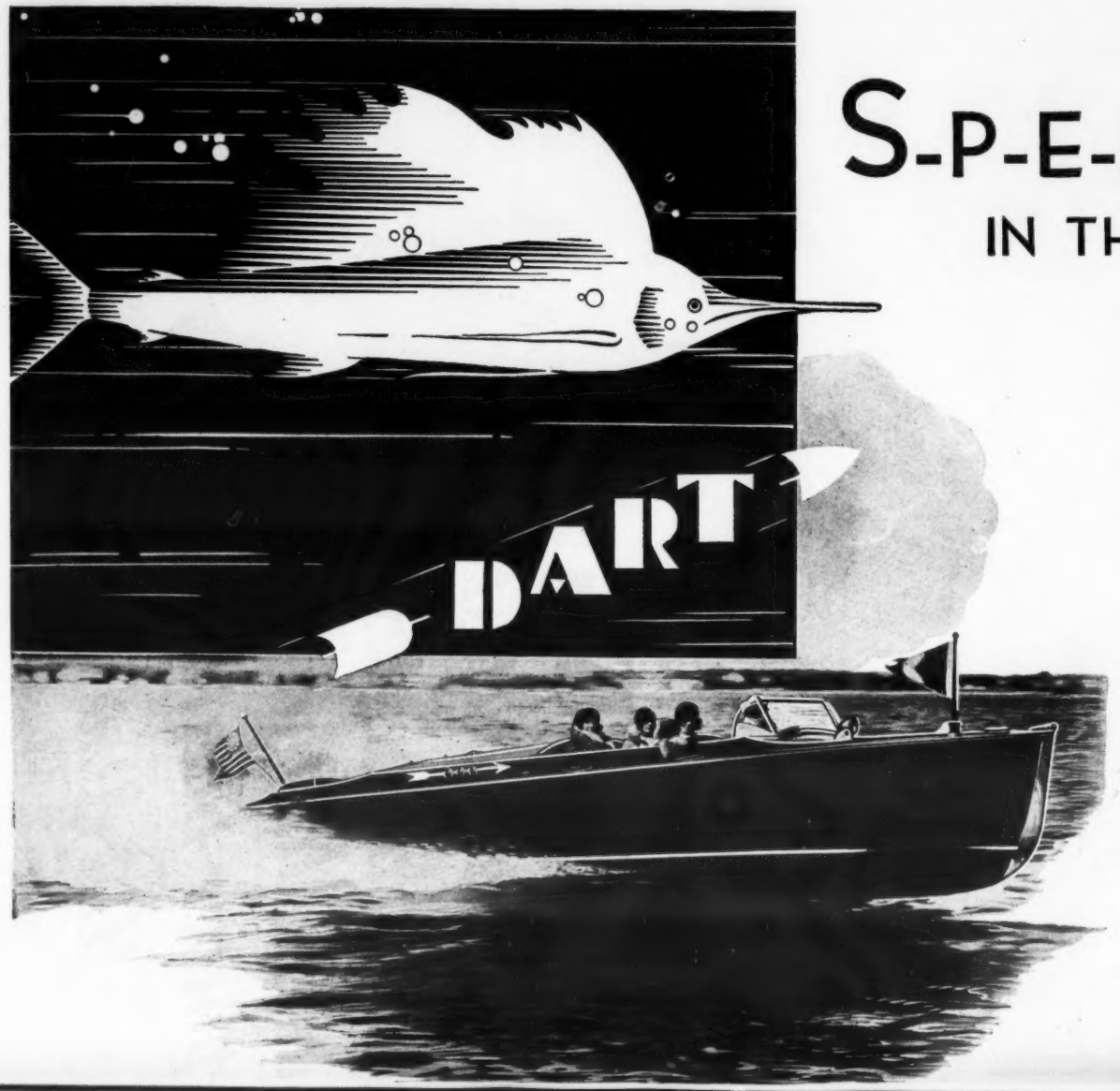

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is dependent on just two factors ---maximum power and minimum resistance. You will find these two essentials combined perfectly in Dart Boats.

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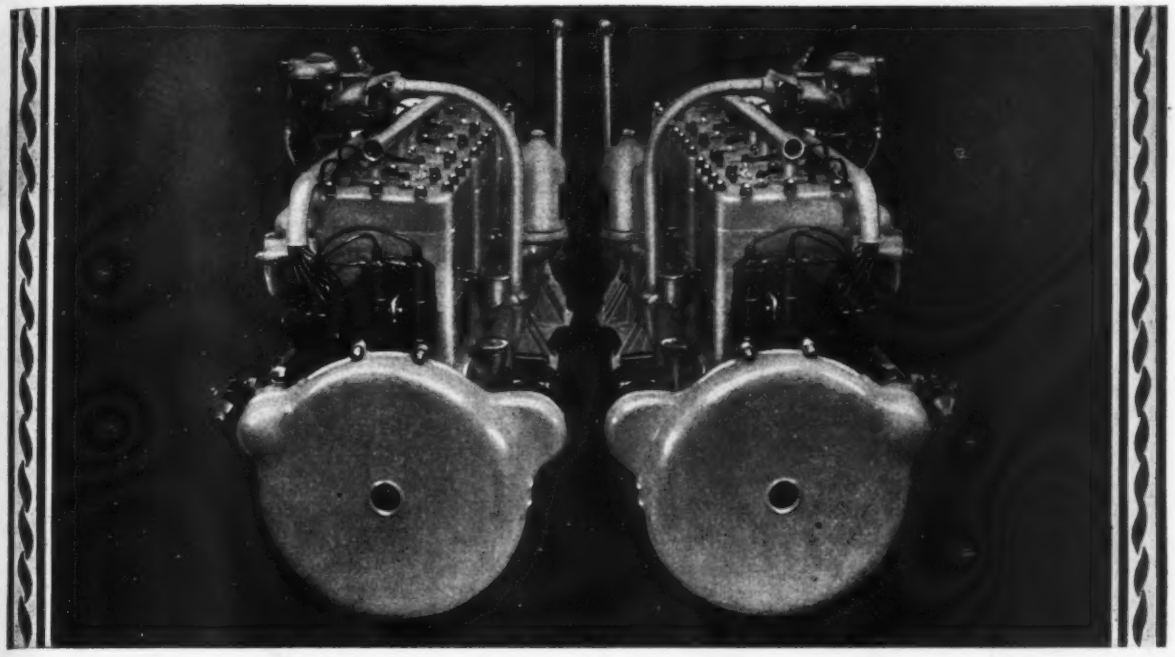
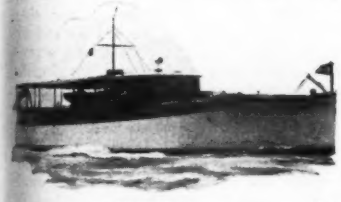


SCRIPPS TWINS

enter field of larger craft



"MARIPETE"

Owned by—George B. Storer, Bloomfield Hills, Michigan, designed and built by Luders Marine Construction Company. Length 66 feet—powered by Scripps Twins —200 H. P. each—speed 18 M. P. H.

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The wide acceptance of SCRIPPS motors by so many prominent builders of standardized craft who offer them as standard or optional equipment is significant of SCRIPPS unfailing dependability.

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BANFIELD
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KING SEA-SKIFFS
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MATTHEWS*
MINETT-SHIELDS
ROBINSON SEA GULL
SEA LYON "40"*
STEPHENS
STAPLES-JOHNSON*
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WHEELER "PLAYMATES"*

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The capability of SCRIPPS Twins to successfully power those cruisers of larger size, where heretofore cumbersome, slow speed motors have been thought an absolute necessity, is emphatically demonstrated by a number of recent installations.

The aim of architects to devote more space to cabins and personal comforts is attained in the compactness of SCRIPPS Twins, their light weight, and the modesty of their over all dimensions. The absence of vibration at all speeds in their smooth, silent operation is a source of wonderment and joy to the owners and their guests.

Their ready response to the throttle is an intense pleasure to the experienced operator. The satisfaction derived from these perfectly matched, highly efficient teams is enhanced by their true economy of operation and inbred dependability which lend new delights and luxuriousness to SCRIPPS powered cruising.

SCRIPPS Twins are available for prompt delivery in five distinct power ratings—100 and 125 H. P. medium speed —150, 175 and 200 H. P. high speed, fully described in an attractive booklet which will be sent on request.

"SEA BEE II"

Owned by—C. B. Mitchell, Esq., Santa Barbara, Cal., built by Lake Union Dry Dock Co., Seattle, Wash. Length 62 feet—powered by Scripps Twins—200 H. P. each—speed 20 M. P. H.

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QUALITY — SERVICE — CORRECTNESS

THESE THREE FACTORS

Have Won Us the Privilege of Outfitting the

ENTIRE FLEET of AMERICA'S CUP DEFENDERS and Their Tenders

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Serving the Yachtsman Since 1856

TREIBER DIESELS

one-sixth the weight
one-third the space
of former Diesels

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TWENTY-TWO FEET. DOUBLE COCKPIT. GENUINE SEA SKIFF CONSTRUCTION. 20 M.P.H. WITH 40 TO 50 H.P

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G. T. BACKUS & SON FORT PIERCE, FLORIDA

NEWPORT REGATTA RESULTS

(*Continued from page* 104)

Dislacement boats, free-for-all—First, It Too, J. E. Carscallen; second, Sea Lion, J. M. Rutherford; third, Chris-Craft, Charles Lisberg; fourth, Hacker, Maude Hughes.

Ladies' open handicap, Astor Trophy—First, HiHo, driven by Mrs. Washburn; second, It Too, driven by Ella Carscallen; third, Alouette, driven by Mrs. Howe; fourth, Hacker, driven by Maude Hughes; fifth, Josephine Sessions.

Ladies' race, not under 25 feet, not over 150 h.p.—First, Miss Gray Gables, driven by Winifred Waitt; second, Sea Boat, driven by Mrs. Moreton. It Too, Sea Lion and Hi-Ho were disqualified for various reasons.

Whale boat race—First, U. S. S. Cincinnati, Coxswain, J. J. Sobeck; second, Torpedo Station, W. Sharks; third, U. S. S. Wright, Wadzinski; fourth, U. S. Coastguard, Lieutenant E. A. Becker; fifth, U. S. S. Salt Lake City, G. F. Murray, tied with U. S. S. Raleigh, R. O. D. Cummins; sixth, U. S. S. Memphis, W. G. Baker.

The grand free-for-all was won by the Chris-Craft It Too, driven by A. D. C. Arnold, with an average speed of 42.29 m.p.h.; second, Sea Lion, driven by Maude Hughes; third, Chris-Craft, driven by Charles Lisberg; fourth, Hacker, driven by J. M. Rutherford; fifth Temptress, driven by D. H. Paton; sixth, Alouette, driven by P. LaBonte.

The closing event was a family outboard race, won by Misfire VI, driven by E. V. Howe; second, Vagabond, Alfred Stein; third, Safety-Craft, H. M. Winchester; fourth, Johnson, Marcel LeRoy; fifth, F. O. Anderson.

FUN IN SMALL PACKAGES

(*Continued from page* 36)

In an unguarded moment we suggested that it would not be much trouble to increase her free-board about 10 inches, throw away her foolish little rudder and hang one of the barn-door type on her, deck her over some and change her rig to that of an honest yawl; in which case, wind and weather permitting, a fellow could go to Cuba in her.

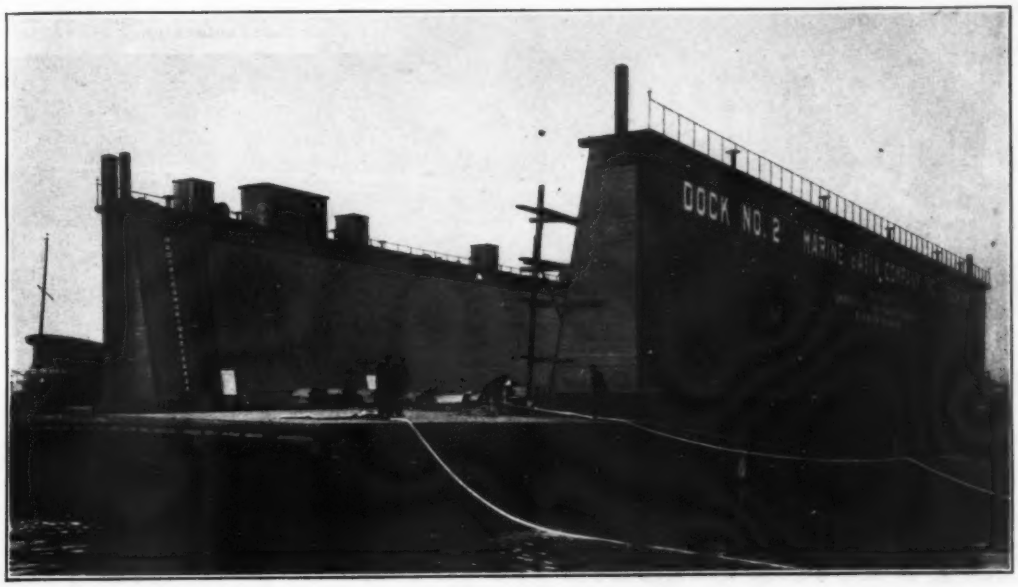
Accepting the Einstein theory of relativity, it was not much trouble; that is, it was not as much trouble as it would have been to have built a contender for the America's cup.

The photographs tell the story. The moulding on her side shows where her old sheer line was. One of her out-standnig charms is the rail, insurance against the coffee pot going overboard and constructed of two half-round mouldings; invaluable as a place to which lines can be tied for innumerable purposes. The masts are stepped on sampson posts, in small flange sockets such as are sold for canoe masts, and stayed with wire rigging. All the spars and masts are short enough to stow inside the hull. She will go to windward under mainsail alone, or under jib and jigger, while you loaf under the muslin, stained green and parafined, and dignified by the name of tarpaulin. Fasten it down in front and you can lie at anchor and cook in comfort on an alcohol stove. Or, if you prefer, you can lie in comfort while you cook at anchor. Snug it down all round, and we have slept in comfort through a series of rain-squalls. ("Comfort" being subject to the relativity theory, also.) An out-board motor transforms her into an auxiliary yacht. The sails are fastened around the spars and masts, and not to them.

If her picture inspire a few of the fellows to realize the fun that can be had out of even a fifteen footer, with a cruising range of as much time as you can spare, then the film has not been wasted and our cruising waters will be enlivened by the appearance of some game little craft from which will graduate a Viking brood who know the joy of windward work, the luxury of loafing along with a lashed tiller and who will know the mastery of boats that you can NOT drive, "just like you drive a car." She only draws eight inches with the board up. What a peach a twenty-five footer would be, with the same lines! Not that we would mention such a thing so soon! But a fellow can think, can't he? Is this supposed to be a free country, or is it not? Especially, if you do not say what you are thinking about.

COMPRESSORS AND BILGE PUMPS

Bowler, Holmes & Hecker Company, 259 Greenwich Street, New York, are the manufacturers of an excellent line of auxiliary equipment which includes air compressors, direct drive pump units, water supply pressure systems and pumps for special purposes such as showers, etc. Their pumps, known as Hi-Duty, are suitable not only for uses aboard boats but may also be used for general purposes in moving any kind of liquid which does not effect bronze. They work in a very efficient, reliable and economical manner and are compact, independent units.



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Complete Plant for Boat Building of All Types and Sizes

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AT THE ENTRANCE to the Port of New York yacht owners have at their command a modern building and service yard capable of accommodating practically any size yacht. With the recent installation of a floating dry dock, 250 feet by 80 feet and 20 feet draft, having a capacity of 3,000 tons, we have greatly increased our well known efficiency for rapid, expert hull repair work, inspection, painting and other under water-line work.

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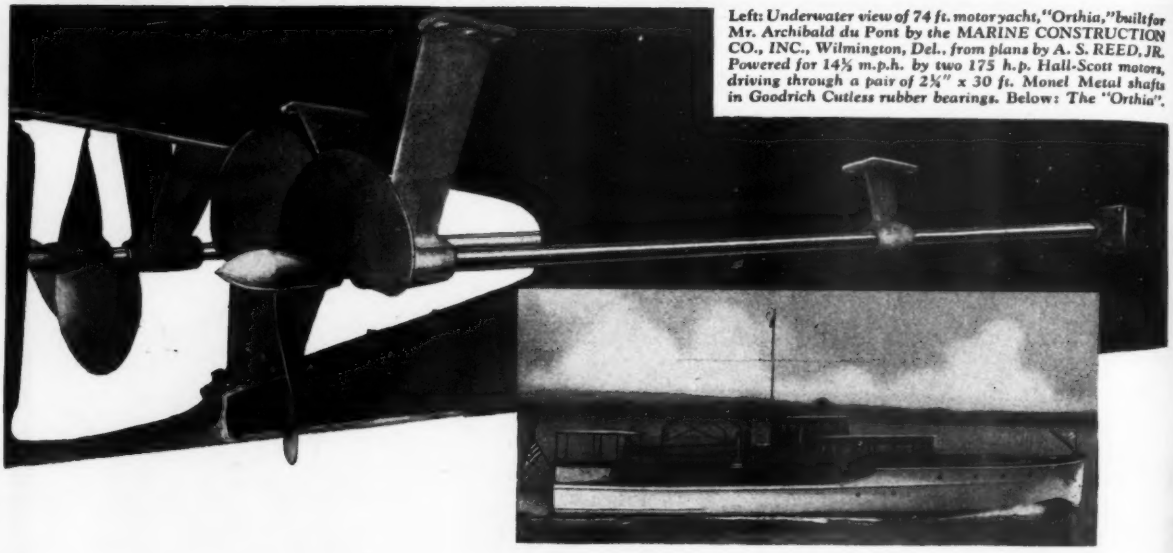
Foot of HUBBARD STREET, BROOKLYN, NEW YORK

Telephone: MAYFLOWER 5700-5701-5702

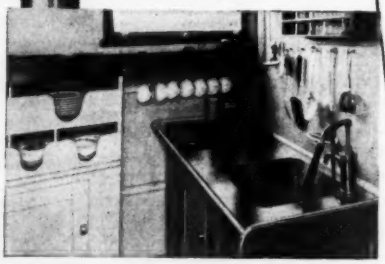


Left: Underwater view of 74 ft. motor yacht, "Orthia," built for Mr. Archibald du Pont by the MARINE CONSTRUCTION CO., INC., *Wilmington, Del., from plans by A. S. REED, JR. Powered for 14½ m.p.h. by two 175 h.p. Hall-Scott motors, driving through a pair of 2¼" x 30 ft. Monel Metal shafts in Goodrich Cutless rubber bearings. Below: The "Orthia".*

Monel Metal Shafts ... *favored for the finest*

Motor Yachts...

Monel Metal shafts increase the life of babbitt or bearing bronze and are especially recommended with Goodrich Cutless rubber bearings.



Monel Metal sinks and drainboards not only add beauty to the galley but also save cleaning time and effort. Illustration shows typical Monel Metal galley sink.

Yacht Designers and Builders
New and Used Yachts
Storage and Repairs
4 Marine Railways

MARINE CONSTRUCTION Co. INC.
FOOT OF COMMERCE STREET
Wilmington, Delaware

Marine Engines
Marine Machinery
Equipment and
Supplies

"Any Boat - Anything for a Boat"

May 19, 1930

International Nickel Company,
67 Wall Street,
New York City, N.Y.

Gentlemen:

Our opinion of Monel Metal for shafting is well illustrated by the fact that we recently completed a 74' yacht and a 75' yacht, and used Monel Metal shafting in each.

Our specifications for these two projects called for the best possible obtainable material for the shafting and we of course used Monel Metal.

The past 3 years experience has convinced us that Monel Metal due to its high tensile strength and resistance to bending is far superior for this underwater work, and more economical than any material yet discovered.

Yours very truly,
MARINE CONSTRUCTION CO.
per C.S. Cowgill

CSC:ALW

MONEL METAL

Monel Metal is a registered trade mark applied to a technically controlled nickel-copper alloy of high nickel content. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

INCO MONEL METAL

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

Advertising index will be found on 3rd last page

GRAY "8"

Captivates All *at the* GOLD CUP REGATTA

PHANTOM, the first of the new 5½ liter International Class speedsters, designed and built by her owner, H. Lutcher Brown of Houston, Texas, and powered with the Gray "Eight," captivated all with her smooth, effortless running. Phantom is one of the sweetest and most efficient performing race boats on the water. She has a maximum speed of about 50 miles per hour. At the Red Bank, N. J., Gold Cup Races she covered 15 miles at an average speed of 45.894 miles per hour, winning the first trophy offered for this class.

The Gray "Eight" is the mightiest and fastest marine power plant per pound of weight and per dollar of price on the market. It is made in cruiser, cruiser reduction, Hi-Speed and twin opposite rotation models.

140 H.P. with Downdraft carburetor in Racing Type, standardized power for Hacker 24-footer—35 m.p.h.

Develops 129 H.P. in Hi-Speed type.

Is under 60 inches in length. Is only 20 inches high above center of shaft. 3⅜-inch bore, 4½-inch stroke.

322 cubic inches displacement.

Weight, 810 lbs.

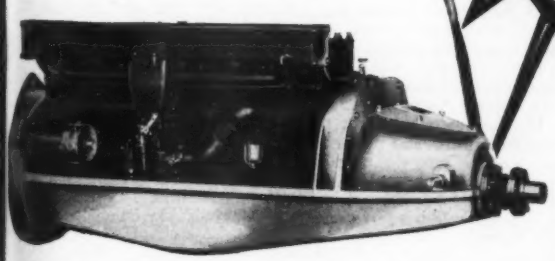
$1115 to $1335, with built-in reduction gear.

MAKERS OF THE GRAY Vee Drive GEAR

Gray Marine Motor Co.

600 CANTON AVENUE, DETROIT, MICH.

77 Adelaide St. W., Toronto, 2, Ont.



Gray Distributors: Bowler, Holmes & Hecker, N. Y. C.; Johnson & Towers, Philadelphia; The Richard Froboese Co., Seattle, Wash.; Gray Aldrich Co., Boston; Mahon & Gall, Baltimore; Charles E. Smith, Los Angeles; Thomson Machine Co., San Francisco. Others all over the world.

HOLL-CRAFT

Watercraft De Luxe

Featuring
All Electrically Equipped
Diesel Powered
STEEL CRUISING YACHTS

"There is a Tiffany
In every line of business"

FOR FURTHER PARTICULARS ADDRESS:
SHIPBUILDING & MOTOR EQUIPMENT, Ltd.
143 Tremont Street
BOSTON MASSACHUSETTS

HIGH LUSTRE
No "WHITE" Deposit

NO NEED of dull metal around the boat when I. C. U., with very little effort, will give copper, brass and bronze a high lustre with no "white" deposit. Sample free. Dealers write.
The Livingston Company, Dept. T
New Haven, Conn.

I. C. U. METAL POLISH

The ALFITE Yacht System . . .
Your surest protection against fire

One pull on a lever and Alfite Gas kills fire almost instantly. Injures nothing . . . leaves nothing to clean up. Moderate in cost. Write American-La France and Foamite Corporation, Dept. S22, Elmira, N. Y.

LABELED BY UNDER-WRITERS LABORATORIES

A UNIT OF
LA FRANCE AND FOAMITE PROTECTION
AN ENGINEERING SERVICE
AGAINST FIRE

AUXILIARIES IN LONG RACE

(*Continued from page 37*)

almost 13 hours. The winner, which actually was the tenth boat to cross the finish line, proved to be the sloop Mischief owned by H. H. Brewster of New Bedford. She had an ample allowance of 10:45:36 which helped her to annex the first prize. Commodore Ripley's schooner Kumalong, which was the winner last year, could do no better than take second place. Her crew, considered to be most expert and experienced in this form of contest, had made a very thorough study of the gasoline economy of the Scripps engine in their schooner. Tests had been made to determine the fuel consumption at all useful revolution rates so that they were prepared to get the highest efficiency from their allotment of fuel. Their time allowance was 7:55 so that in finishing second place on corrected time, they did a very good job. In the previous race last year, Kumalong had computed her fuel consumption to such a fine point that there was only a half pint of gasoline left in the tanks when the race finished. It is not known at present how they made out in this year's race. Kumalong actually finished in fifth place in order of finish, but was advanced to second place in the corrected time computations.

Third place was taken by R. D. Tellers' yawl Playmate which recently won the Block Island race of the New York Athletic Club in the sail boat division. Playmate finished in fourth place ahead of Kumalong, but the time allowances reversed this order and placed her third behind Kumalong.

Another competitor who was beaten by the time allowances was the yawl Janet owned by the Hamilton Brothers of iPne Orchard. Janet was the third boat to cross the finish line but had to be content with fourth place after the time allowances had been deducted.

KEYSTONE REGATTA

Speedboats, outboards, and other motor boats enjoyed two days of well-contested racing in the annual regatta of the Keystone Yacht Club at Tacony, on the Delaware River, July 26 and 27.

John Shibe's fast speedboat Miss Philadelphia, driven by Commodore William Freitag, of the Philadelphia Outboard Regatta Association, and Ted Megargee's fast Chris-craft Miss Behave, from Trenton Yacht Club, were the big speedboat winners in the regatta.

Miss Behave won the Delaware River Yachtsmen's League trophy in the first day's racing July 26, in the speedboat class under 130 h.p., and Miss Philadelphia won the second day's feature taking the handicap class over 130 h.p. In addition Miss Philadelphia triumphed in the novelty feature race against Orr's Challenger airplane, from the William Penn Airport.

After being penalized in the first heat for failing to cross the starting line at all, Miss Behave came flying home victorious in both the second and third heats, for a total of 1,124 points to win the League trophy.

Miss Behave defeated three prominent up-river boats in the race which was for speedboats of less than 130 horsepower, from scratch. Second honors on points went to Flying Cloud, driven by Walter Kuser, also of the Trenton Yacht Club. Flying Cloud is a Dodge Watercar. She took first in the first heat; second in the second heat; and third in the third heat.

The airplane-speedboat race attracted much attention, not only from yachtsmen and contestants, but from a number of honored guests as well. In the latter class was Director of Public Safety Schofield, who enjoyed the test between air and water craft.

Shibe's Miss Philadelphia, with Commodore Freitag at the helm, represented the water sport, and proved successful in winning the unique race, by something more than a mile, in the interesting test, from the airplane on the first day.

Harper Chance, of Port Norris, N. J., with his home-made outboard Harbil, powered with a Johnson c-24 motor, won the Class C outboard honors, finishing first in both heats of the two-heat event.

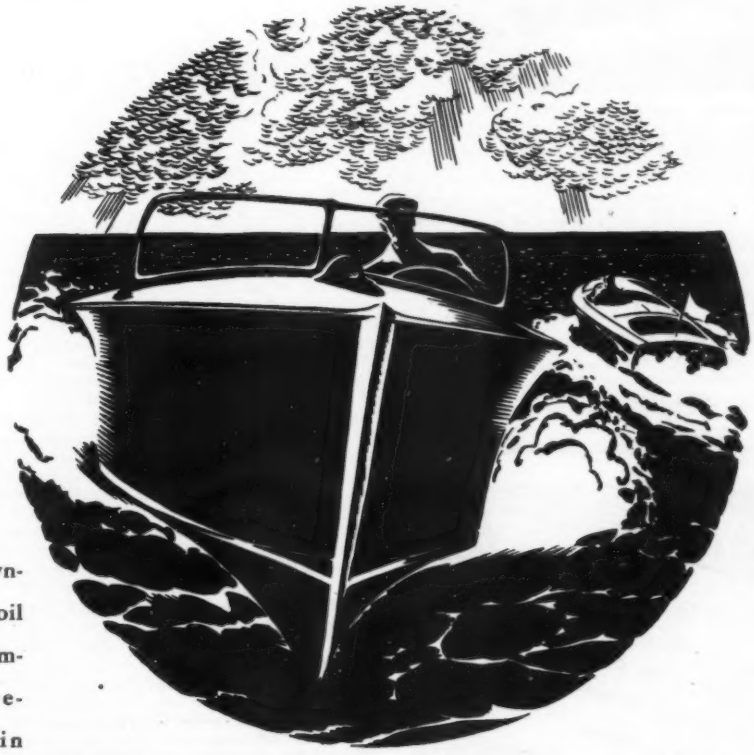
Ted Schramm, 18-year-old Atlantic City lad, and student at Penn Charter School here, raced his first race with his new outboard Sunoco to victory in the Class B event, winning both of the heats in the B class.

Miss Philadelphia, driven by Freitag, won a match race with A. D. Pugh's Arctic Tern, fast Chris-craft, from Ocean City, in the 15-mile feature race of the second day's racing.

Malina, owned and piloted by E. Bayne Harnett, of the Keystone Yacht Club, was the winner in the long distance cruiser trophy race from Tacony down river to Cherry Island Flats and return, a total distance of 54½ nautical miles. John Steiger's Eva, of Riverside was second, and Hague's Marianne, of Keystone, third.

Advertising index will be found on 3rd last page

a different oil may mean a different motor!



MOTOR BOAT owners who try Pennzoil are amazed at the immediate improvement it makes in motor performance. They say, "It's like a different motor with Pennzoil!"

You'll say so, too—as soon as you've tried Pennzoil. But don't let anything prevent you from making that trial. You may think you are getting everything *you* ask from your inboard or outboard—but wait till you give her what *she* asks. Meaning an oil that has sufficient penetrating and staying power to keep all parts of the motor lubricated *all* the time.

Pennzoil is that kind of oil. It has the stamina and heat-resistance necessary to do the toughest marine job. First, because it comes from 100% pure Pennsylvania crude. Second, because it is refined by the exclusive Pennzoil process which uses only the *heart* of that crude—the fraction richest in lubricating efficiency. And third, because it is produced by lubrication specialists of nearly fifty years' standing who have at their command the facilities of the largest organization in the world devoted to refining Pennsylvania oil.

Pennzoil safeguards you against worn-out parts and costly repair bills. It adds to the lifetime of your motor. With Pennzoil you can operate your motor at sustained high speeds without fear of injury. After a season of trouble-free boating with Pennzoil, you'll agree with the millions of Pennzoil users who call it "the best motor oil in the world." Sold by dealers everywhere in grades suitable for all types of motors.

The Pennzoil Co., *Executive Offices and Refinery: Oil City, Pa.; Division Offices: New York, Chicago, Los Angeles.*

PERMIT NO. 2—PENNSYLVANIA GRADE CRUDE OIL ASS'N

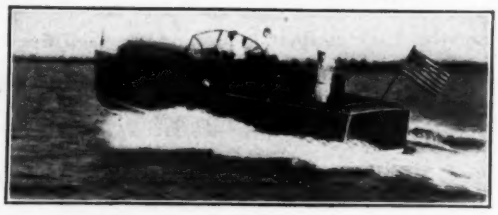
PENNZOIL

HIGHEST QUALITY PENNSYLVANIA OIL

New Johnson 33

SEA SKIFF

3 Smart Models: Single or Double Cabin and Commuter



Commuter—with Flying Bridge—doing better than 30 m.p.h. 33′ x 9′ x 2′6″

Backed by the well-known Johnson standards of marine craftsmanship, these three new 33-foot models are offered as the last word in design, construction and finish. Single cabin sleeps four; separate dressing room with lavatory; complete galley; interior finish old ivory and mahogany; hull black or white, smooth or lap-strake; powered with 8-cyl. Chrysler; 2-1 gear reduction; speed 28 m.p.h. and better. Double cabin same as above; sleeps six. Commuter, with flying bridge; dual steering; sleeps two or four; complete galley; lavatory. The hull is designed for high powered motors, and can be driven 50 m.p.h. in seaway. Specifications in detail and prices on request. Demonstration by appointment.

Order Now for Florida Delivery

HUBERT S. JOHNSON

27 Westlake Ave.

Bay Head, New Jersey

Penn. Railroad to Point Pleasant

Bus to Bay Head

104 Years of SERVICE

CROWN BRAND

SPECIALISTS in marine accessories, featuring marine hardware, flags, oars, rope of all kinds and all other marine items.

Write us for quotations.

CROWN BRAND

DE GRAUW, AYMAR & CO.

ESTABLISHED 1827

34-35 South Street

NEW YORK, N.Y.

From One Fisherman to Another

NOT long ago a friend of mine told me he wanted to do some fishing off Cape San Lucas, Mexico but that he had no boat and knew of no one familiar with the country. It was no trouble at all for me to make arrangements for a fully equipped fishing boat, manned by boatmen that know those waters, to meet him at Mazatlan, which he can easily reach by rail.

Another friend has his own yacht which will carry a fishing boat on deck. This man wishes to fish the waters between Panama and the Gulf of California. These are very good fishing waters but are difficult to strangers. A guide from Los Angeles, who fishes those waters every winter will meet the yacht at Panama.

Maybe you wish to fish off Catalina, British Columbia, Tahiti, Philippine Islands, Hawaiian Islands, New Zealand or some other far off country. I have friends who are fishermen scattered all over the world, and have fished with many of them and I know their boatmen. One fisherman is always glad to help another fisherman get his fishing and this little service carries no obligation at either end.

H. W. MAJOR

Maker of Fine Salt Water Fishing Tackle

155 CHAMBERS STREET NEW YORK, N. Y.

JUSTSO—21 FEET OF ABLE RUNABOUT

(*Continued from page 40*)

will give a speed of well over 21 miles an hour.

Figure 4 shows the details for making the rudder. The post for this will be a length of 1 inch diameter shafting having one end slotted to take the rudder blade. The blade will be shaped as shown and will be made from 3/16 inch bronze plate. The plate will be held in the post by three bronze rivets. The rudder tube will be made from brass tubing 1 inch inside diameter and with ⅛ inch wall. It will be let through the holes in the stern casting and be screwed into the keel. There must be a stuffing box on the upper end for without this water will run up the tube while the boat is under way. I should use one of the positive types of steerers like the Kainer.

Figure 3 shows the way in which the stern casting should be made. Dimensions for this had better be gotten from the boat rather than from the drawing. Especially the angle between the inner face of the stern and the top of the keel.

The gasoline tank will be made from 16 gauge copper after the manner shown in Figure 5. Its location is under the after seat and supply to the engine will have to be by Autopulse or some other mechanical means. At least three splash plates should be put in the tank; these to extend across the tank. There should be a depression made in the bottom of the tank forming a sump and from this the gasoline feed pipe should lead. The ends of the tank should be both riveted and soldered; indeed all the seams should be treated in the same manner. Use ⅜ inch copper tubing for the gasoline supply line, and solderless connections throughout.

The exhaust line should also be made from copper tubing and of a size to suit the manifold of the particular kind of motor installed. A muffler is not required so long as part of the circulating water is injected into the exhaust pipe near the engine manifold. The advantage of the copper besides its lightness is its nice long bends. So much better for the efficient operation of the engine than short pipe elbows and forty-fives. Also, the copper pipe will give longer service than piping.

Paintixg is a very important part of boatbuilding and the appearance of any boat can be ruined or made by its proper or improper application. I am usually against varnish for runabouts despite the fact that ninety-nine per cent of this type of craft afloat seem to be finished in this manner. It seems to me that white or black is a better finish; perhaps this is because the painted ones are the only ones I take a second look at. If you will paint Justso white on the topsides and green under water (if the boat is used on fresh water) and copper bronze if on salt water she will look shipshape and fine. A narrow boot top of some contrasting color will look well, too. Decks should always be painted on small craft. Fawn is a fine shade for this part of the job. I always wonder why in square sterned boats the stern is left varnished when the sides are painted? Can anyone tell me?

Soon I will have plans for a 25 foot V bottom cruiser prepared. This will be a boat for day sailing having a roomy cockpit and a small cabin. There is however plenty of room below for the accommodation of two, with toilet, galley, shipmate stove, and all the fixings needed for a boat of this type. It has always seemed to me that our motor boats require a tremendous lot of power when speeds approach 12 real miles or more an hour. Now in this new design of a 25 footer I am making an effort to reach 15 miles with a moderate amount of power and this in a boat of wholesome type and one that at the same time will not run into a fortune to build or to have built. Plain she will be, but a nice little thing.

Sets of blue prints of Justso are available at moderate cost. All you have to do is to write the Editor, MoToR BoatinG, 959 Eighth Avenue, New York, N. Y. He has also useful books and lists of a great many other designs of small boats, including craft of nearly every type. Just drop a line.

WATER GLIDERS

Gliders are coming more and more into general use as a source of pleasure and recreation and the latest idea is the equipping of a glider with pontoons for alighting on the water and being towed by a high speed runabout.

On July 23 Alfred A. Lee, president of Gar Wood Boat Sales & Service, Detroit, Michigan, turned over to the Detroit Aircraft Corporation of Campau and West Fort Street, Detroit, Michigan, one of the 22-foot Gar Wood runabouts, capable of 35 m.p.h. This was used during several flights of one of the corporation's pontoon-equipped gliders and performed so successfully that Mr. Duncan of the Detroit Aircraft Corporation was prompted to write Mr. Lee a letter of appreciation of their cooperation, commenting on the splendid performance of the boat which made the flights one hundred percent successful.

Advertising index will be found on 3rd last page

Built Better for DISTINGUISHED PERFORMANCE

THE crucial test of a boat is performance. It may have chromium-plated fittings . . . . it may be built of finest grained Honduras mahogany . . . . its upholstering may be genuine leather over resilient springs, in both seat backs *and* cushions . . . . it may be copper riveted . . . . have a stout double-planked bottom . . . . trim, rakish, full-tilting windshield . . . . smartly designed accessories . . . . brilliantly finished hand-rubbed surfaces . . . it may be ribbed and shaped in straight grained white oak—as are all Hackercraft. But if it is not correctly designed or is even carelessly built or hurried in any phase of the work it will never respond with hair-trigger action, outstrip all competitors, handle swiftly, surely, securely in any sea or weather. Hackercraft design is frequently imitated, but its performance . . . . *Never!* Built better by skilled craftsmen, each Hackercraft is a model of enduring beauty and permanence—a boat that will always repay your faith in a quality product.

◆ ◆

HACKER BOAT COMPANY

530 RIVER DRIVE MT. CLEMENS, MICH.

ON DISPLAY

New York City—5th Avenue at 15th Street; Boston—1043 Commonwealth Avenue; Chicago—Motor Boat Mart, Navy Pier; Detroit—7433 E. Jefferson Avenue; San Francisco—102 New Montgomery Street; Los Angeles—3202 McClintock.

Four staunch, genuine Honduras Mahogany Hackercraft Models range in price from $3,150 to $17,000 f. o. b. Mt. Clemens.

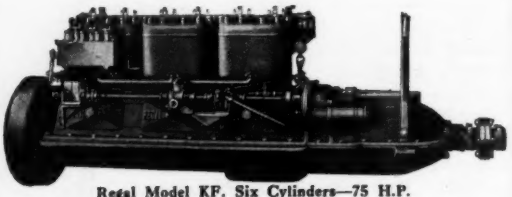
HACKERCRAFT BOATS

ENDURANCE

an Outstanding Characteristic of

REGAL MARINE ENGINES

Regal's reputation for endurance is based on a record of twenty-nine years of dependable service in all types of craft throughout the world. They deliver a maximum of smooth, flexible and reliable power with minimum service and upkeep.



Regal Model KF, Six Cylinders—75 H.P.
Bore 5½". Stroke 7"

There is a Regal model ideally suited to your boat. Install it now—its staunch construction and modern refinements will appeal to you; its faultless efficiency will be a lasting pleasure.

18 MODELS—2 to 75 H.P.

One to Six Cylinders

Send today for catalog

REGAL GASOLINE ENGINE COMPANY

Established 1901

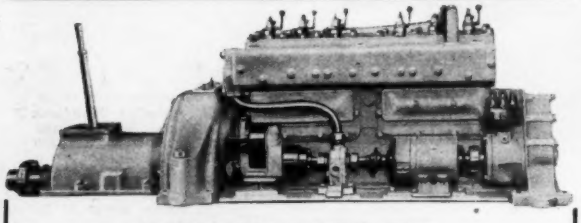
74-82 WEST PEARL ST. COLDWATER, MICHIGAN

EASTMAN *Flying Yacht* - $9985

DETROIT AIRCRAFT

FORT AND CAMPAU STREETS, DETROIT

Chanin Bldg., New York : : Roosevelt Bldg., Los Angeles



"INVINCIBLE"

30 to 50 H.P. 'HEAVY-DUTY-SIX' MARINE MOTORS

6 Cylinders, 4-Cycle, 3⅛" Bore, 5" Stroke, Weight 850 lbs.

Price $498 Completely equipped and including "Robert Bosch" Magneto, "Autolite" Electric Starter and Generator, Distributor, etc. NO EXTRAS TO BUY.

Invincible Motors Inc. Great Lakes Building 180 N. Wacker Drive, Chicago, Ill.

SURE MIKE—A NEW CRUISER

(*Continued from page* 42)

the hull at these low speeds runs from the step, up some three or four or six inches aft to the higher point aft at the transom. This is a la river scow. Naturally half the lake is pulled along behind, and the stepless boat without the break in buttock flow, or at least with straight buttocks, will slip by with the same weight and power. I have found that the step or the break in the hull had little to do with it. Especially if the buttocks of the hydro are concave longitudinally. Not much, you understand. Half a degree. Just a touch is plenty—like yodeling in a vaudeville act.

Sure Mike will be but five or six percent less efficient when loaded past the planing point and acting like an ordinary boat than as though she were stepless.

This is equivalent to a difference in efficiency of about 1 mile in 20 in non-planing condition, or a loss of about 1 mile for every 20 run along side a similar stepless boat. But light she will be 50 percent more efficient than the stepless boat. The stepless boat would do 20 miles with the power given her, and Sure Mike will find little trouble topping 30 miles. Her loaded action might be the usual loggy one if it were not for the placing of the buttocks that I have found is best. This 5 percent loaded speed decrease over the other types is less than the difference between the ordinary V-bottom stepless boat at lowered speeds as compared with the still more efficient (at those speeds) round-bottomed form. Round bilge boats run with less power at heavy loads and very high power loadings than either the V-bottom or the hydro. So our Sure Mike heavily loaded is not so bad, eh?

Another boat which has identical running characteristics that Sure Mike will have is Margaret III, an immortal hydroplane design. Miss Broadway was built from Margaret's lines and is practically identical.

This Margaret model was practically a perfect hydroplane, and in Sure Mike, although Sure Mike is an entirely different boat with greater length and a higher beam-length ratio, I have used Margaret's bottom loadings, and have retained the same percent of W. L. length placing of the center of gravity (c. g.). Hence, Sure Mike will run exactly as the boat in the illustration is running.

This will give our design here exactly the same faculty of rising bodily from the water with her bottom running at 3 or 4 degrees to the surface and with the boot-top parallel to the surface.

With any power up to about 60 h.p. Sure Mike with these characteristics cannot be made to gallop, that is to say, with the lines and the loadings I have specified. Absurdly high powers in this boat could make her gallop as they could others of her size, such as Margaret III, but you need not fear galloping with Sure Mike, for in a hydroplane design, thank heaven, the designer has the boatbuilder where the hair is short. I am enabled to say this because with a hydroplane builders have to follow the plans to the letter to be assured of balance.

In other kinds of designs you can take a stick of wood out here, or add a seat or a cabin there. Not so with a hydroplane design. As well might you take a good airplane, normally a tractable, docile and altogether a beautifully coordinated design, and say, "I'll put the motor three inches farther ahead, and change the wing curve a little. Then I'll make the tail group wider." You agree that it'd be suicide?

You can't monkey with Sure Mike's plans and still get a sweetheart of a boat. Change even the kinds of wood specified, say from mahogany or cedar planking, to say, cypress.

What happens?

The hull weight is increased by 54 pounds.

Blooey goes the c. g. calculation, and—I ask you—who's to blame if the boat is nix cum rous then? Stick to the plans and the specifications religiously. You can't change anything without spoiling her.

At the present writing I am not sure how many would want me to go to the extra labor of calculating weights for some of the lighter inboard jobs—the kind that drive through the transom with a washing machine sort of gear. I think it can be done with a high speed motor of about 25-35 h.p., but if you want dope like this—the few of you who do can write me care of the editor, and I'll prescribe the right hookup, weight placing and wheel.

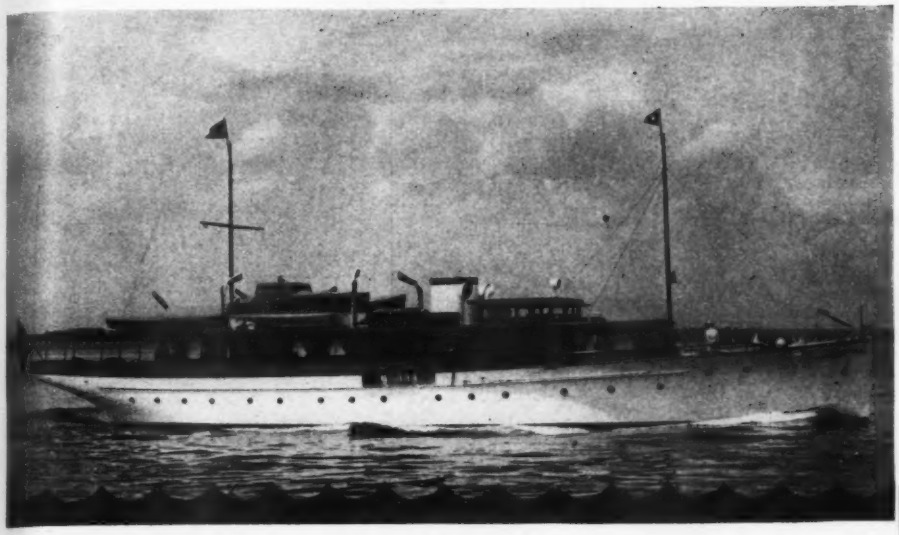
(*To be continued*)

A WINNER AT CAMDEN AND PORTLAND

At the recent Camden Regatta in Maine and also at Portland, the free-for-all race was won by Clem Johnson's 33-foot Gar Wood runabout Silver Heels. This boat is powered with a 400 h.p. 12-cylindered Gar Wood marine engine.

Gar Wood, Inc. have discontinued calling their boats Baby Gars and refer to them now as Gar Wood runabouts or speedboats.

Advertising index will be found on 3rd last page



How we solved the Commodore's problem...

COMMODORE F. B. Hower of Buffalo is a yachtsman of many years' experience. KORANETTE, a 105′ Ludership, is the newest and finest of the many yachts he has owned.

One of the requirements in designing KORANETTE, in addition to seaworthiness, comfort, and speed, was to keep her within the height regulations of the New York State Canal without sacrificing the beauty of her lines. It is this sort of problem which stimulates the craftsmanship of Luders' engineers. KORANETTE is a striking example of grace and luxury. Her sturdy hull and streamline superstructure give the impression of far greater length than 105 feet.

Whatever problems beset you, Luders is ably equipped to assist in their solution. We suggest ordering your new boat *now* for early spring delivery...wood or steel, we are equipped to give you the last word in either.

There is a smart 45 footer available now to take you to the Races. Write or telephone for further information.

LUDERS MARINE CONSTRUCTION CO.

STAMFORD · CONNECTICUT

THEY'RE OFF!

Zoom! A flash!

and these rakish, sparkling craft race through the water toward the coveted Gold Cup.

Whether at the great Red Bank Regatta or any other rendezvous where boating enthusiasts gather, you may be sure to find most of the fine craft fitted with ERICO and KAINER specialties.

To say of a boat, "She is KAINER equipped" implies that the builder through years of "knowing how" has given close attention to every detail and has used ERICO and KAINER fittings to carry quality, value and beauty throughout—insuring owner satisfaction.

Catalog upon request

KAINER & COMPANY
CHICAGO

761-771 MATHER ST.

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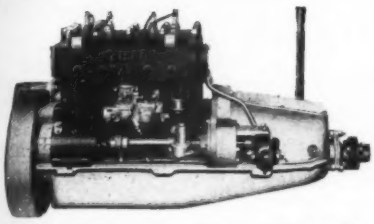
What We Mean By—
"U.S. Products MUST Give Service"



FALCON "25"—$298.00

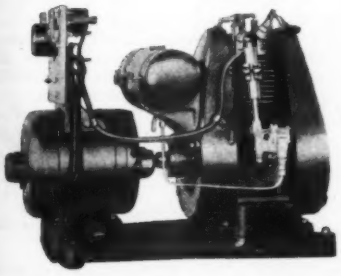
Do you want to save money—and at the same time experience a new thrill in boating? Install a "Falcon!" Any "Falcon" will give you an entirely new conception of what the words *power, stamina* and *smoothness* mean.

The "Falcon" Series includes six models from five to fifty horse power. Somewhere in this series there is just the engine for you. If you will give us a brief description of your boat, we will send you complete information, together with recommendations as to required horse power, speed, propeller size, etc.

"FALCON" SERIES

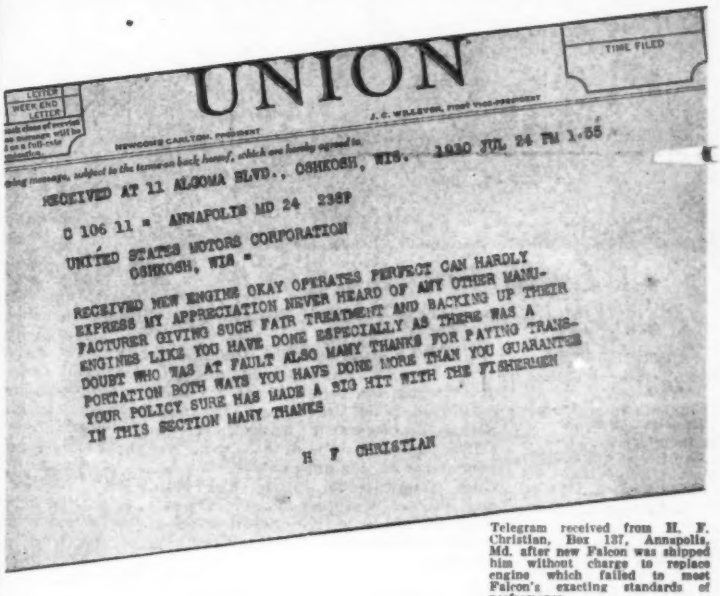
5 H.P. — Single
10 H.P. — Twin
15 H.P. — Four
25 H.P. — Four
40 H.P. — Four
50 H.P. — Six

"U. S." Super-Smooth ELECTRIC PLANTS



350 WATT PLANT—$137.00

The "U. S." Line is the most complete line of distinctly marine electric plants in the industry—ranging from 350 watts up to 15 K.W. Among the dozen or more models, it is easy to obtain the proper size plant for your boat. "U. S." plants are noted for their smoothness—both in operation and current output. Their dependability has won enthusiastic praise from thousands of satisfied users. If you are missing the comfort and pleasure of electric current on your boat—or thinking about a more satisfactory installation—write us for complete information.



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UNITED STATES MOTORS CORPORATION
OSHKOSH, WIS =

RECEIVED NEW ENGINE OKAY OPERATES PERFECT CAN HARDLY EXPRESS MY APPRECIATION NEVER HEARD OF ANY OTHER MANUFACTURER GIVING SUCH FAIR TREATMENT AND BACKING UP THEIR ENGINES LIKE YOU HAVE DONE ESPECIALLY AS THERE WAS A DOUBT WHO WAS AT FAULT ALSO MANY THANKS FOR PAYING TRANSPORTATION BOTH WAYS YOU HAVE DONE MORE THAN YOU GUARANTEE YOUR POLICY SURE HAS MADE A BIG HIT WITH THE FISHERMEN IN THIS SECTION MANY THANKS

H F CHRISTIAN

Telegram received from H. F. Christian, Box 137, Annapolis, Md. after new Falcon was shipped him without charge to replace engine which failed to meet Falcon's exacting standards of performance.

THERE is one important thing to remember when buying a marine engine.

And that is this: *what kind of treatment will be received from the manufacturer in case something should go wrong?*

Our policy is to always be absolutely fair. If any of our products ever fails to deliver the kind of service the user has a right to expect, we feel that it is up to *us* to make good.

And we do!

That is why—wherever you find our products in use—you will always find enthusiastically satisfied owners.

This same kind of guaranteed satisfaction in a marine engine or lighting plant is waiting for you here at our factory.

May we tell you more about it?

United States Motors Corp.

Established 1890

Central and Eastern Canada Sales Office
Maddox Engineering Co.
75 Adelaide St., W.
Toronto, Ont., Canada

Factory and Main Office
102 NEBRASKA STREET
OSHKOSH, WISCONSIN

Pacific Coast Representative
Machinery Exporters Ltd.
Merchants Exchange Bldg.
San Francisco, Calif.

FLEETWING 55

A Luxurious Seagoing Twin-Screw 55-Foot Cruiser

FIVE MODELS

55 ft. Twin-Screw Cruiser, $35,000.

50 ft. Twin-Screw Express Cruiser, $35,000.

40 ft. Bridge Deck Double Cabin Cruiser, $10,875.

40 ft. DeLuxe Double Cabin Cruiser, $12,950.

32 ft. Cruisabout, $5,800.

also

11 ft. Mahogany Tenders, $150.00

A CRAFT of extreme elegance in appearance and comfort, a ship in which the safety factor has been developed to the nth degree. Its spoon bottom construction assures smooth sailing and great stability at sea. Accommodations for nine people; hot and cold water, three toilets and bath. Separate crew's quarters. Fleetwing-Peerless, Buda or optional twin-screw power. Delivered in two weeks. Price, $35,000.

FLEETWING YACHT & SHIPBUILDING CORP.

153rd STREET and HUDSON RIVER NEW YORK, N. Y.

Telephone: Billings 7445

"Half-Mile-Ray" We Name The Range, So You May Be Sure!

SEARCHLIGHTS

WHEN a manufacturer names his light by its range, you can rely on it.

"Half-Mile-Ray" has more than piercing power; it has sturdiness, dependability, beauty and ease of control.

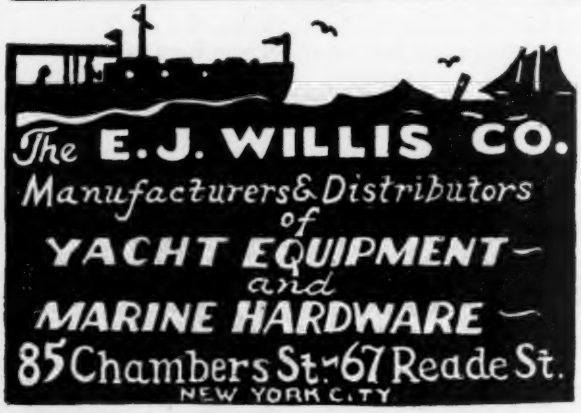
Standard equipment on Elco, Chris-Craft, Richardson, Banfield and other famous cruisers.

"One-Mile-Ray" for larger boats; "Quarter-Mile-Ray" for outboards.

Write for folder on searchlights for every marine purpose. $10 to $150. Also Northeast "Whistletone" Horns and Sireno Sirens, $7.50 to $50.

THE PORTABLE LIGHT COMPANY, Inc.

12 Warren Street New York City



SELECT FIRST BOAT WITH CARE

(*Continued from page* 44)

Selecting a used boat at $500 or more is a bit risky, unless the boatman has seen and cruised in it occasionally, or unless he has a competent friend inspect it for him. There are often good values to be had in a boat whose owner has outgrown it, wants more speed or size, or a radically different type.

If the used boat shows marks of neglect or abuse, and extensive repairs, refinishing, or alterations are needed to right it, the buyer had best have a practical friend itemize all such work and expense, to be weighed against the price asked.

D. McC., Cleveland, O.

SAFE NON-CHAFING MOORINGS

(*Continued from page* 46)

The cans are constructed of heavy sheet irons, electric welded or riveted and galvanized after they are made. These galvanized can buoys will withstand many seasons' use and much abuse without leaking. As the rod is galvanized and runs clear through the can, with an eye on one end and a swivel shackle on the other they are as strong as the chain itself and can be relied on to hold the boat securely. Painting is unnecessary although paint will improve the appearance of the buoy and make it more easily seen from a distance. It would be a good idea to stencil the name of the boat above the waterline.

Block cork buoys with a rod extending through the center are manufactured, but their use is not general. For small boats these block cork buoys can be well recommended. The round steel buoy will be found serviceable in every respect but guarding it to protect the boat will be difficult.

The pick up buoys are lighter and must not be used as part of the mooring. The flap top variety with a large bail will be found most convenient for picking up. The cork buoy will not wear or dent the paint on the topsides and the deck but if left in the water for any length of time, will bring a mess with it when hauled aboard. The can has the most buoyancy for its weight.

The sketch shows recommended types of spars and cans. In the table is given the weight per foot of chain, the cubic inches of air and cedar to sustain one foot of chain, and the length of chain which one cubic foot of air and cedar will support. The table is approximate as based on standards and no allowance is made for a factor of safety. The usual factor of safety is four. Except in well sheltered harbors a safety factor of five or six is recommended. Dividing the breaking strain by factor of safety gives the safe working load for new equipment. In order to maintain the required margin of safety after the mooring has been in the water several years the safety factor must be increased, which each season thereafter lowers the safe load for the mooring. This means that you must increase the safety factor above normal when the mooring is constructed in order to obtain the desired factor after the mooring has been in use some time or it will later, not be suitable for the boat.—W. B. M., Newburgh, N. Y.

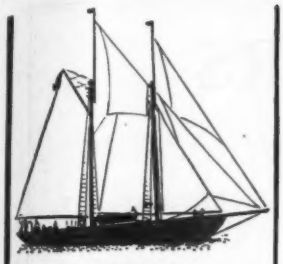
WESTERN SHOW ROOM OPENS

A beautiful new show room has been opened in Los Angeles by S. Clyde Kyle for the display of several different kinds of cruisers, runabouts, and outboard motors. Mr. Kyle is the representative for Hacker runabouts, Robinson sport cruisers, Stephens cruisers, Kyle cruisers, Corsair cruisers, Century outboard boats, Indian Sport outboards and outboard motors. A yacht brokerage department is also maintained. The official opening of the new salon was on August 8. It is located in Los Angeles at 8725-27 Wilshire Boulevard.

PRESIDENT'S CUP REGATTA AT ANNAPOLIS

Information has been received to the effect that it has been definitely decided that the President's Cup Regatta formerly run under the auspices of the Corinthian Yacht Club will be run this year on September 12 and 13 in front of the Naval Academy at Annapolis, Maryland. Admiral Robison of the Naval Academy has extended the full use of the academy where excellent facilities will be available for handling the boats which are entered. Boats may be shipped in on cars right to the dock where cranes will be used to lift them in and out. Present plans indicate that the course will be laid immediately in front of the Academy where there is plenty of room both as to length and width. The course will be very close to spectators from both sides and a bridge at one end.

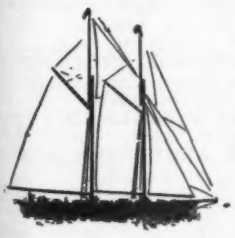
Advertising index will be found on 3rd last page



"BIMESA II"
Owned by W. W. Knight
Built by Reed, Cook Const. Co. from plans by John Alden

"ANTONIA"
Owned by Frank Feeney
Salisbury Shipbuilding Co. built it from plans by Thos. D. Bowes

"MORRISSEY"
Capt. Robt. Bartlett's Arctic Exploration Schooner



"KESTREL II"
Guy P. Gannett, Owner
Designed by John Alden. Built by Pendleton Ship Yard

A Few of the Many YACHTS recently outfitted with

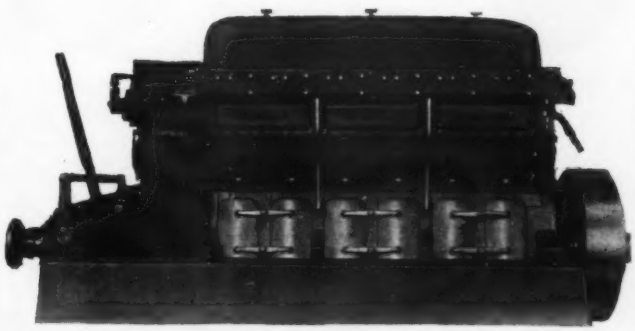
"STANDARD" DIESELS

"The Standard Oil Engine"

Discriminating Yacht Owners and Designers Demand the Best . . .

"STANDARD" DIESELS

"Packed with Power"



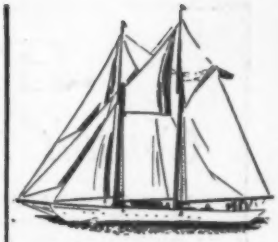
STANDARD DIESEL TYPE AE6

Write for Catalog

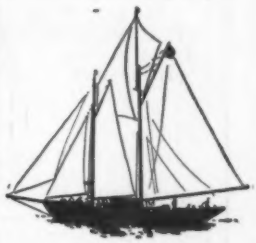
STANDARD MOTOR CONSTRUCTION COMPANY

178 WHITON STREET

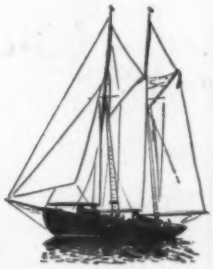
JERSEY CITY, N. J.



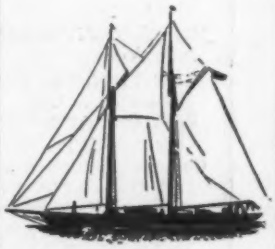
"SARTATIA"
Owned by Benj. Clayton
Designed by John Alden. Built by Goudy & Stevens



"BLACK HAWK"
Owned by R. B. Kahle
Built by Hodgdon Bros. from designs by Wm. H. Hand



"QUEEN TYI"
F. R. Strawbridge, Owner
Plans by John Alden. Built by Chas. A. Morse



"VARUNA"
Owned by Remsen Bishop
Built by F. F. Pendleton from plans by John Alden

HYDE DISTRIBUTORS

Consult them for Prompt and Efficient Service

MOBILE, ALABAMA
Marine Supply Company
SAN FRANCISCO, CALIF.
Johnson & Joseph Co.
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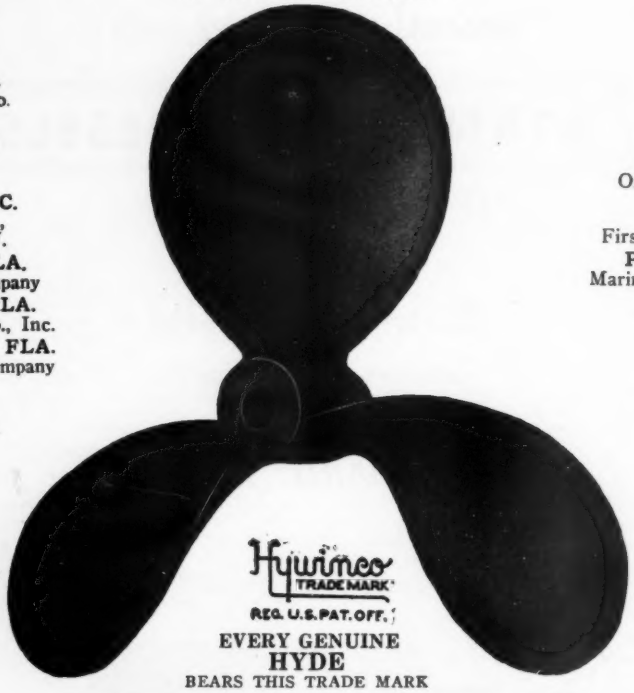
WILMINGTON, CALIF.
Fellows and Stewart
HARTFORD, CONN.
Clapp & Treat, Inc.
68 State Street
NEW LONDON, CONN.
The Darrow & Comstock Co.
114 Bank Street
WILMINGTON, DEL.
David A. Hay & Co.
121 Market Street
WASHINGTON, D. C.
Barber & Ross, Inc.,
11th & G Sts., N. W.
JACKSONVILLE, FLA.
Burroughs-McMeekin Company
ST. PETERSBURG, FLA.
Bayboro Marine Ways Co., Inc.
WEST PALM BEACH, FLA.
Palm Beach Mercantile Company
MIAMI, FLA.
Hopkins-Carter Company
Miami Ave. and S.E. 2nd St.
KEY WEST, FLA.
Thompson Fish Co.
TAMPA, FLA.
Knight & Wall Co.
PENSACOLA, FLA.
D. M. Witherill
713 South Palafox Street
SAVANNAH, GA.
White Hardware Company
25 Congress St., West
CHICAGO, ILL.
W. L. Masters & Co.
800 N. Clark Street
EVANSVILLE, IND.
Clarke Gas Engine Co.
OWENSBORO, KEN.
Wright Machine Co.
NEW ORLEANS, LA.
Stauffer, Eshelman & Co.
511 Canal Street
Woodward, Wight & Co.
Alker-Donovan Co.
435 Camp St.
PORTLAND, ME.
Boyce & Rutledge Co.
7 Central Wharf
JONESPORT, MAINE
William Frost
BALTIMORE, MD.
Mahon & Gall
Pratt and Gay Streets
CRISFIELD, MD.
Clarence Sterling & Son
1104 Main Street

BOSTON, MASS.
Rapp-Huckins Company
138 Beverley Street
NEW BEDFORD, MASS.
Hathaway Machinery Co.
N. Water and Elm Streets



EVERY GENUINE
HYDE
BEARS THIS TRADE MARK

GLOUCESTER, MASS.
Gorton-Pew Fisheries Co.
RED WING, MINN.
Red Wing Motor Company
DETROIT, MICH.
Kermath Manufacturing Company
5880 Commonwealth Ave.
ST. LOUIS, MO.
Webb Hardware Company
806 North Broadway
William Grossmann
1908 Olive St.
KANSAS CITY, MO.
Covert Boat & Engine Co.
1330 McGee Street
ATLANTIC CITY, N. J.
Albert Creighton
437 North Massachusetts Ave.
SEASIDE PARK, N. J.
Seaside Park Boat & Marine Supply Co.
BIVALVE, N. J.
Stokes-Schubert
NEW YORK CITY
C. R. Andrews
143 Chambers Street
FREEPORT, LONG ISLAND, N. Y.
Hughes-Drake Corp.
31 West Merrick Road

ROCHESTER, N. Y.
Rochester Boat Corp.
Charlotte Sta.
ALEXANDRIA BAY, N. Y.
Hutchinson's Boat Works
BUFFALO, N. Y.
Edward Wagner & Sons
90 Main Street
NEW BERN, N. C.
The Mill Supply Co.
CLEVELAND, OHIO
W. F. Meier
1220 Warren Rd., Lakewood
PORTLAND, ORE.
Oregon Marine Supply Co.
105 First Street
The Beebe Company
First and Washington Streets
PHILADELPHIA, PA.
Marine Equipment & Supply Co.
116 Walnut Street
PROVIDENCE, R. I.
John McLeod, Jr.
Edgewood Station
CHARLESTON, S. C.
Marine Supply & Engine Co.
149½ Meeting Street
GALVESTON, TEX.
Wallace T. Taylor
2007 Strand
NORFOLK, VA.
Moon Engineering Co., Inc.
533 Front St.
CHINCOTEAGUE, VA.
Conant Bros.
IRVINGTON, VIRGINIA
Bernard Willing
SEATTLE, WASH.
Pacific Marine Supply Co.
1223 Western Avenue
Atlas Gas Engine Agency
82 Marion Street
MILWAUKEE, WIS.
Joys Bros. Co.
201 East Water Street
MONTREAL, QUE.
John Leckie, Ltd.
714 Notre Dame Street, W.
TORONTO, ONTARIO
John Leckie, Ltd.
77 Wellington Street
ST. JOHN, N. B.
Peerless Motor & Machine Works
Kennedy Street
VANCOUVER, B. C.
Hoffars, Limited
1790 Georgia St., West
BRENTFORD, ENGLAND
George Spicer, Market Place
AUCKLAND, NEW ZEALAND
W. R. Twigg, Ltd.
TIGRE, ARGENTINE REP.
Juan Barattini

Write for a copy of "Propeller Efficiency"

HYDE WINDLASS COMPANY

BATH, MAINE

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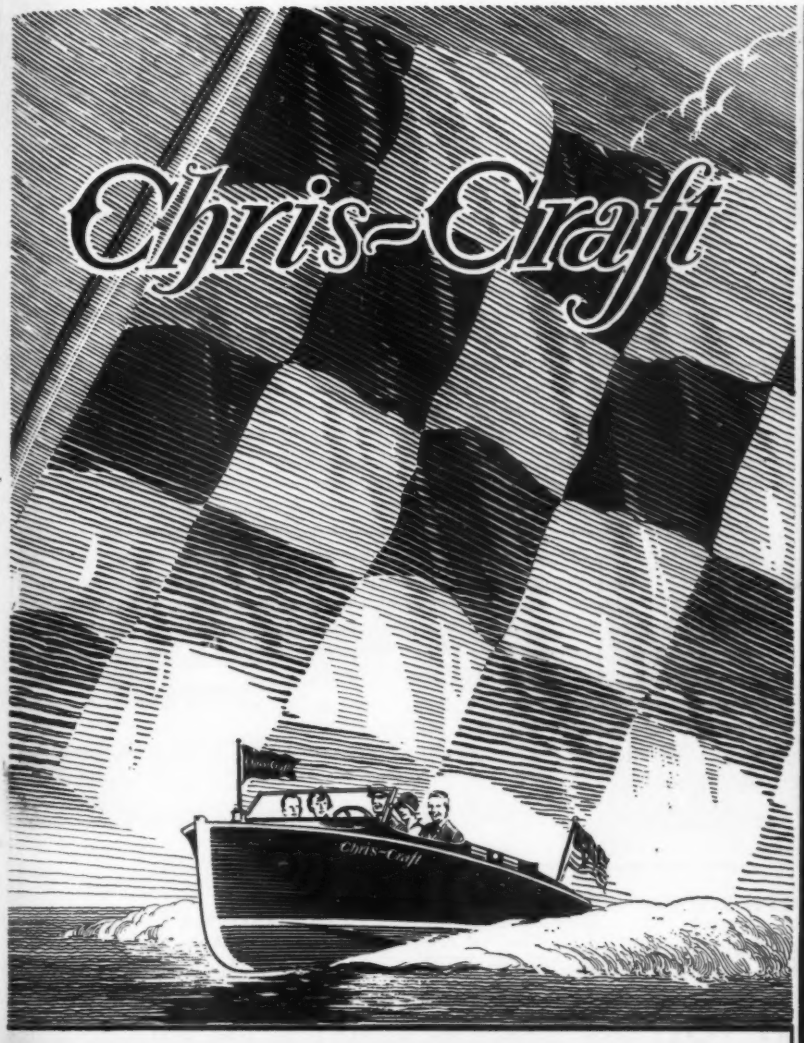

CHRIS-CRAFT OWNERS-WINNERS IN EVERY CLASS

Events Won by CHRIS-CRAFT OWNERS up to July 27th

PALM BEACH, FLORIDA
February 21st
1st, 3rd—Over 200 h.p. class

MIAMI BEACH, FLORIDA
Miami Regatta, March 27th
1st, 2nd, 3rd—125 h.p. class
1st, 2nd—250 h.p. class
2nd, 3rd—Grand Free-for-all

HAVANA, CUBA
April 5th
1st, 2nd—250 h.p. class
2nd—Unlimited displacement class
2nd—Grand Free-for-all

POTSDAM, GERMANY
May 31st to June 1st
1st, 2nd—Unlimited displacement class
1st—Free-for-all
1st—Long distance (60 kilos) race
1st, 2nd—Unlimited hydroplanes
1st—Unlimited race over 20 kilos
1st—Unlimited displacement over 24 kilos

BRUSSELS, BELGIUM
Belgian International Meeting
June 14th and 15th
1st, 2nd—Unlimited runabouts—3 heats
1st, 2nd—Scratch-free-for-all
1st—Imperial Cup Handicap race
1st—Commodore's Cup Handicap race
(Total 6 firsts—4 seconds)

PHILADELPHIA, PENNSYLVANIA
Delaware River Yacht Club, June 28th
1st—250 h.p. class

LONDON, ENGLAND
Atlantis Gold Trophy Race, June 28th
1st—Stock runabout class, under 250 h. p.

PARIS, FRANCE
French International Meeting
July 6th, 12th, 13th, 14th
1st, 2nd, 3rd—Under 6 liter class
1st, 2nd, 3rd—120 and 250 h.p. class
1st—Race over 35 kilos per hour class
1st, 2nd—Handicap race for winners of previous events

STONY BROOK, LONG ISLAND
Stony Brook Yacht Club, July 12th
1st—125 h.p. class

TORRESDALE, PENNSYLVANIA
West End Yacht Club, July 12th
1st—140 h.p. class
1st—250 h.p. class

PORTLAND, MAINE
July 18th and 19th
1st—75 h.p. class
1st—110 h.p. class
1st, 3rd—125 h.p. class
1st, 3rd—135 h.p. class
2nd—200 h.p. class
1st—300 h.p. class
3rd—Free-for-all

CAPE MAY, NEW JERSEY
Yacht Club, July 19th
1st—250 h.p. class

CAMDEN, MAINE
Camden Regatta, July 25th and 26th
1st, 2nd—110 h.p. class
2nd, 3rd—135 h.p. class
1st, 3rd—165 h.p. class
1st, 2nd—200 h.p. class
1st—300 h.p. class
2nd—Free-for-all

NEWPORT, RHODE ISLAND
Narragansett Bay Regatta
July 25th and 26th
3rd—40 h.p. class
1st—75 h.p. class
1st—110 h.p. class
1st—135 h.p. class
1st, 3rd—200 h.p. class
1st, 3rd, 4th—300 h.p. class
1st, 3rd—Free-for-all
1st, 3rd—Ladies 150 h.p. class
1st—Grand Free-for-all

TACONY, PENNSYLVANIA
Keystone Regatta, July 26th
1st—Under 130 h.p. class

LAKE ARROWHEAD, CALIFORNIA
July 27th
1st—Free-for-all

THERE is no stopping Chris-Craft's triumphant march to victory. Regatta results everywhere substantiate Chris-Craft's claim to speed supremacy. At home and abroad, owner-driven Chris-Craft entries have won a long and impressive list of racing events. Let your nearest Chris-Craft merchant explain the secret of Chris-Craft speed and reliability. Chris-Craft Corporation, 389 Detroit Road, Algonac, Michigan. New York Direct Factory Branch, 1 West 52nd Street at 5th Avenue.

25 Models—Runabouts—Sedans—Commuters—Cruisers—Yachts—17 to 48 feet—$1295 to $35,000

Plenty of light—

also power for pumps, fans, anchor hoists, electric tools — Homelite Electric Generator sets for boats and camp—small enough for 30-footers, big enough for 70's.

Generator stows in 14" x 21" x 21" weighs 110 lbs. Price includes 32 volt direct current generator with built-in, 1½ H. P. Homelite air-cooled gasoline engine, 2500 watt hour storage battery, and switch box. Write for details.

$275
F. O. B. PORT CHESTER

HOMELITE

HOMELITE CORPORATION
79 Riverdale Ave., Port Chester, N.Y.

3562

We are distributors for
GOODRICH
Cutless BEARINGS

Another B. F. Goodrich Product

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123 Light Street
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AQUA-PRESSOR

A combined air compressor and pump unit of rugged construction and many uses.

Furnished with either 32 or 110 volt motor. Can also be had with compressor only. Manufactured by the makers of Hi-Duty Direct connected pumps.

Write today for literature and prices
Used by Leading Yacht Builders

BOWLER, HOLMES & HECKER CO.
259 GREENWICH ST. NEW YORK, N. Y.

YARD AND SHOP

(*Continued from page* 94)

FAIR HAVEN YACHT WORKS

A new concern, known as the Fair Haven Yacht Works, has been organized at Red Bank, New Jersey, for the storage and repair of all kinds of boats by H. S. Wickham, owner and president. Mr. Wickham is also identified as the proprietor of the Toms River Boat Works, Toms River, N. J.

The Fair Haven company has acquired property with a frontage of 365 feet on the Shrewsbury River at the point where the Gold Cup course is laid. Frontage on De Normandie Avenue amounts to 500 feet. A hollow tile building on the property makes 10,000 square feet of protected floor space available and there is a dock 345 feet long with two marine railways.

Ideal facilities are enjoyed for winter storage, with accommodations for 400 boats. The 'ways will handle craft as large as 100 feet. There is nine feet of water at the end of the dock at low tide which assures ample depth for any craft which the 'ways are capable of handling. A gasoline and oil service station are conveniently located on the dock.

The Fairhaven Yacht Works

A SERVICE STATION AFLOAT

The first marine floating service station ever constructed solely for this purpose took to the water at Elizabethport, New Jersey, following its christening by Mrs. Kathryn Clair in the presence of A. C. Woodman, president of Richfield Oil Corporation of New York, and other officials of that company, for whom the craft was built by the Truss Weld Barge Co. It is the first of a fleet which will ultimately serve the entire coast from Maine to Florida.

The station is 30 by 50 feet and embodies many new features, for which letters of patent have been granted. It has a capacity of 30,000 gallons of gasoline and lubricating oils, all carried in tanks placed below deck. The accommodation facilities are exceptionally well appointed. The station is intended also to serve seaplanes, being equipped with a special bumper at one end for the safe tie-up of pontoon planes.

Heretofore floating stations have consisted of converted tugs or barges, and the development of this type by Richfield engineers in conjunction with Kindlund & Drake, naval architects, marks a new step in the servicing of seacraft.

The boat, carrying a service crew of eight in addition to its manager, George H. Mohr, was anchored at Red Bank during the Gold Cup races, and will be at New London during the International races. Mr. Mohr was formerly secretary of the New Rochelle Yacht Club and enjoys a wide acquaintance among yachtsmen.

SELF-BAILERS

The Hacker Boat Company of Mt. Clemens, Michigan, has recently completed the manufacture of a luxurious runabout for the King of Siam. Specifications demanded that the boat be equipped with the best of accessories throughout and constructed of the finest materials available. Accordingly Mr. Hacker specified that a St. Clair self-bailer be installed on this high-grade craft.

Another noteworthy installation of the St. Clair bailer was one which was used in the construction of the little 30-foot all metal boat, Karf, in which Captain Joe Leppich, world traveller, sailed from New York on August 1 bound for Germany.

(*Continued on page* 126)

Advertising index will be found on 3rd last page

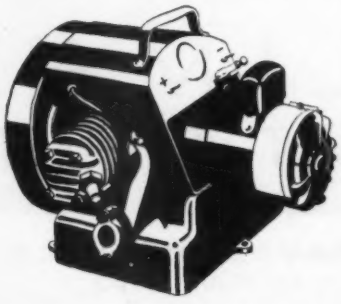
BRANFORD MIDGET LIGHTING PLANT

When evening has come, and the anchor is down, the modern yachtsman wants electric lights◆◆The luxury of a separate lighting plant can be enjoyed by all kinds of boats, and the smaller craft are finding that the

Branford Midget

Lighting Plant

provides the only satisfactory method of keeping the battery charged ◆◆ This plant has been designed especially for boats which were formerly considered too small for lighting plants ◆◆ It is 12 inches wide, 18 inches long and 12 inches high, and will therefore fit into the limited space found on many boats◆◆It weighs but fifty pounds, and it operates with no battery other than the starting battery where this is available◆◆The price with six volt generator is 140 dollars, with 12 volt generator 145 dollars.



MALLEABLE IRON FITTINGS CO.

BRANFORD CONNECTICUT

"HEARD AROUND THE WORLD"

On Every Size and Type of Craft Afloat

On waterways wherever you go you'll hear the penetrating efficient tone of the Cunningham... standard equipment for modern craft!

Write to Nearest Dealer for Catalog

CUNNINGHAM WHISTLE

Address ... Allan Cunningham
Main office and factory ... 124 W. Mass. St., Seattle

Branches and Agencies
San Francisco, Calif., 326 Matson Building
New York, N.Y., F. J. Willis Co., 85 Chambers St.
Brooklyn, N.Y., Geo. H. Jett, 526 Columbia St.
Boston, Mass., Fairbanks Morse & Co.
Baltimore, Maryland, Fairbanks Morse & Co.

FREE—while they last
CUP DEFENDER Photos

We have had prepared a series of fourteen beautifully tinted photographs of the fourteen winners of the Cup Defenders—since 1851—on postcards, with a detailed description of each race. A set of these photographs will be sent on request. The supply is limited. Requests will be filled in the order in which they are received. A valuable reference set; an interesting comparison of the design and rig of each winner. WRITE FOR A SET OF THESE PICTURES.

Every Winner Since 1851 Has Been Finished with Edward Smith Marine Paints and Varnishes.

EDWARD SMITH & CO.
LONG ISLAND CITY, N. Y.
Makers of marine paints and varnishes since 1827

LOBEE CIRCULATING & BILGE PUMP

You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ⅛" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices.
Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.

YARD AND SHOP

(*Continued from page* 124)

DUKE OF YORK TROPHY

On June 26, 27 and 28 at the International Regatta run at the Welch Harp, Hendon, England, the Duke of York Trophy was regained for Great Britain when F. T. Bersey was successful in defeating Captain Woolf Barnato in three days of racing. A third British competitor, R. D. Weatherell, failed to start. Captain Barnato was unable to complete the course on either of the two days he started.

The first day, Thursday, June 26, Barnato's Bentley-powered hydroplane Ardenrun V was off to a good enough start but seemed unsteady in the wash of Bersey's Minx. On the second lap, as he attempted to pass Bersey on the inside and make a turn at the same time, Barnato capsized and lost the day.

After raising the boat and getting it back in shape for the second day's racing, Barnato started on Friday and made an excellent getaway at the gun. Weatherell attempted to start but difficulty with his gear box kept him at the landing stage. Barnato was making excellent time when on the eleventh lap he developed piston trouble and once again was forced out. Minx slowed down and completed the course easily, and on the last day rambled around leisurely without competition. Twenty nautical miles were covered each day; Bersey's speeds being 23.59, 27.92, and 25.77 knots for the three heats.

CENTRALIZING THE INDUSTRY

Manufacturers and retailers in competitive lines in all branches of industry have learned through experience the importance of cooperation between competitive firms rather than the old system of cut-throat competition. Many industries have centralized their retail stores in one location, an idea which reacts to the benefit of both purchaser and seller. The buyer is able, with a minimum of effort, to make comparisons and easily inspect all available articles of merchandise such as he may be interested in. The seller has also profited through the bringing of buyers to a central district.

A movement is now afoot to effect this same concentration of interest in the boating industry. Some time ago, the John D. Rockefeller, Jr., interests consummated a lease with Columbia University for a large block of land bounded by Fifth and Sixth Avenues and 48th and 51st Streets, in New York City, beside buying up such additional adjacent land as was necessary to fill out this large area, approximately 500,000 square feet.

Arrangements have been made for the radio interests, including R. K. O., General Electric and other allied companies to take practically half the land on which will be erected four theatres and three office buildings. The remaining easterly portion of this area will be developed by the Rockefeller interests together with Todd, Robertson, Todd Engineering Corp. as engineers and builders and an effort is being made by the agents, Wm. A. White and Sons, to concentrate several industries in that section. With plans in their present embryonic state, it will be possible to erect any type of building which would prove most suitable to the industry concerned. Ground floor space may be made in double and triple height ceilings and any given number of buildings may be designed especially for the display of boats and accessories.

For Lasting Finish Use

CLIMAX BOAT PAINTS

On Sale From Coast to Coast

THE CLIMAX CLEANER MFG. CO.
CLEVELAND, OHIO

Advertising index will be found on 3rd last page

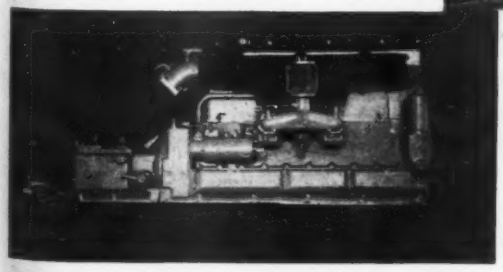
"WHY SHOULD I POWER MY BOAT WITH HALL-SCOTT?"

That's a fair enough question. Here's the answer . . . Because your boat will be a better boat with Hall-Scott . . . because you'll enjoy it more than ever before!

Hall-Scott gives a smooth, even flow of vibrationless power. It gives a flexibility of maneuvering that will stand by you magnificently some day in a tight place. It gives a dependability that wipes engine trouble right off your log.

Hall-Scott has been building fine engines for years . . . that's why Hall-Scott can promise you these things and make that promise good.

There is a Hall-Scott for every type of boat . . . yacht, cruiser, runabout. We'd like to tell you what Hall-Scott will do for yours. When you write, please mention size and type . . . or better still, come in here and see the engines.



YANKEE GIRL II . . . *This 67' schooner, owned by Dr. George W. Warren of New York City, was first into Bermuda in the recent race. Designed by William H. Hand, Jr. Powered with Hall-Scott model HSR-6, 90 h. p. engine, using 3:1 Hall-Scott reduction gear. Speed, 10 knots.*

HALL-SCOTT MOTOR CAR COMPANY Division of American Car and Foundry Motors Company • • 217 West Fifty-Seventh Street, New York City

Distributors for Long Island: ***Freeport Boat and Engine Co., Foot Cornwall Avenue, Baldwin, L. I.***

A Member of Your Crew That NEVER Sleeps!

The Oberdorfer
"MASTER"
Automatic Electric
BILGE PUMP

Patents Applied For

Here's a mechanical watchman that guards your boat every minute —day and night. It keeps the bilges of your boat pumped at all times and saves you a great deal of trouble and worry. Available in 6, 12 and 32 volt units. At your marine supply dealers. Send for data on complete line of Oberdorfer Products.

M. L. OBERDORFER BRASS CO.
2200 Thompson Road Syracuse, N. Y.

Oberdorfer Pumps

Manufacturers of Marine Hardware
Since 1866

All Laughlin items of marine hardware are skillfully designed to meet the special strains—the harsh abuse — that come with marine service. Pioneers in design and methods of manufacture for 63 years, the Thomas Laughlin Company has made its trade mark the symbol of honest materials and down-East craftsmanship.

Send for catalog.

THE THOMAS LAUGHLIN CO.
144 Fore Street Portland, Me.

CLEAN YOUR BOAT . . .
INSIDE AND OUT
WITH THIS
PERFECT PAINT CLEANER

Restores original finish without harming surface. Unsurpassed in Engine Room. Removes grease instantly. Whitens Canvas, Cleans Sails.

1 qt., 75c; 1 gal., $2.00; 5 gal., $7.50
Packed in cans. F.O.B. Phila., Pa.
16 oz. sample mailed for 25c.

SILVER SUDS
Marine Cleanser

Dealers and Distributors Wanted SILVER SUDS MFG. CO. 829 No. 19th St., Philadelphia, Pa. Established 1896

NEW YORK-MIAMI ENDURANCE RUN

At 5:20 a.m. on the morning of Wednesday, August 6, Frank Morley of Mt. Dora, Florida, left New York City bound for Miami, Florida, in a 16-foot standard Harpoon runabout, powered by a 35 h.p. Elto Quad outboard engine in an attempt to set up a new record for the run. Naturally, the condition of the weather plays a most important part in the success of such an undertaking but it is Mr. Morley's expectation that with ordinary weather he will make Miami in approximately ten day.

This undertaking calls to mind a somewhat similar journey that was made in April a year ago by H. S. Harris and J. D. Ramsey in an H-foot outboard hull which was built by Ramsey and designed by Harris. This venturesome couple depended on two Lockwood Racing Chief engines which were both run at the same time. Discouraging weather conditions were encountered for the major part of the trip but despite this Ramsey and Harris came through successfully and arrived in New York approximately twenty-four days and three hours after leaving Miami. It should be borne in mind that this was in no way intended to be a test of speed but was primarily an endurance run to prove the stamina and reliability of such an outfit.

Mr. Morley is only twenty years old but has already had considerable experience in mechanical matters and succeeded last year with a companion in piloting an outboard boat from Lake Erie to Florida, a distance of 2,500 miles in an elapsed time of approximately two months. The boat which Mr. Morley is using on the present journey is a stock Harpoon outboard runabout hull designed by George F. Crouch, Inc., and built by Pratt Read & Co. of Deep River, Connecticut. Despite its small size it is an unusually able little craft, well able to negotiate rough water safely, which accounted for Mr. Morley's

Morley at the start of his run down the coast

selection of this particular boat. The motor is a stock Elto Quad which is capable of driving the craft at 35 m.p.h. This will supply the sole source of power except in the event of some emergency, for which purpose Morley will carry a small 4 h.p. Elto inside of the boat. His craft has a gasoline capacity of 40 gallons and for lubrication he carries a supply of twelve gallons of Mobiloil. His course lies down along the Atlantic coast with two outside runs proposed. His intention at the time of leaving New York was to make a direct outside run the first day in an attempt to make Norfolk, Virginia, by night where he would refuel and take on provisions. The other outside run will be between Beaufort, North Carolina and Charleston, South Carolina, a distance of approximately 230 miles. In the event that he should run into any thick weather, he has a compass set into the floor of the cockpit which will enable him to hold his course on the long runs.

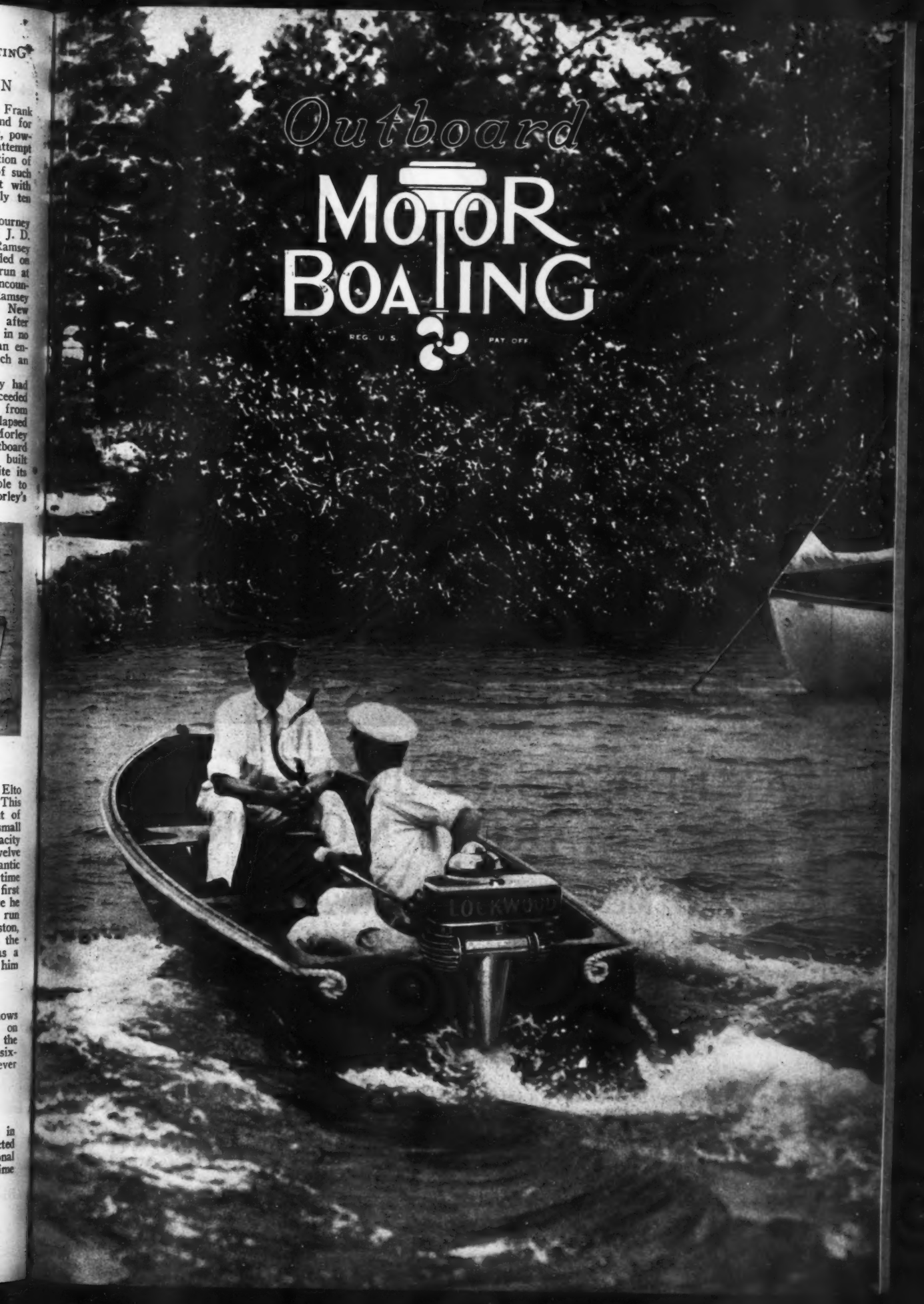
* * *

August 21.—A dispatch just received on going to press shows that Frank Morley reached Miami, Florida at 10 P.M. on August 20. This makes the total elapsed time required for the journey from New York to Miami, Florida fourteen days, sixteen hours and fourteen minutes. This is the fastest time ever made with an outboard between the two cities.

TO QUIET OUTBOARDS

Experiments designed to bring about a greater increase in muffler effectiveness for outboard motors are being conducted by several manufacturing concerns at the request of the National Outboard Association. It is hoped that within a short time outboard motors can be made as quiet as automobiles.

Advertising index will be found on 3rd last page


Outboard
MOTOR
BOATING
REG. U.S. PAT. OFF.
LOCKWOOD

GULF

Gulfpride Oil

At the Sign of the **ORANGE DISC**

AMERICA'S FINEST MARINE MOTOR OIL

Measured By All Standards of Comparison, Gulfpride Oils Demonstrate Their Superiority

SECURE
Lowered maintenance and operating costs
Smoother operation
Greater assurance of safety

By insisting on GULFPRIDE OILS for your motor

GULF REFINING COMPANY

Advertising index will be found on 3rd last page

Outboard MOTOR BOATING

FIFTY-SEVENTH ST. AT EIGHTH AVE.,
NEW YORK, N. Y.

Edited by
CHARLES F. CHAPMAN

SEPTEMBER, 1930

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ENDURANCE RECORD SET

A new outboard non-stop endurance record was written into the books this week when J. A. Logan and J. J. Hardegree of Atlanta, Ga., passed the 243-hour mark with their Lockwood motor and Thompson boat at Lakewood Park, Atlanta, on August 4. The best previous non-stop mark was turned in two weeks ago by J. W. Griffen and George Mishey of Cleveland, Ohio, who established a mark of 239 hours and 20 minutes.

The two Atlanta pilots began their record-breaking run on July 25 at 5:30 P.M. and their outfit was still running smoothly when it was officially announced that they had broken the old record. With the breaking of the old record, the two men became eligible for the $500 prize offered to the holders of the world's record as of October 31 of this year by the Outboard Motors Corporation.

RECORDS SET AT BAY CITY

Despite the fact that heavier boat weights have been imposed on outboard race drivers this year, at least six of the speed marks set last year have been bettered this season, according to the records of the National Outboard Association.

On Sunday, August 3, at Bay City, Michigan, Adam Cappel set a new world's record for novice drivers using Class A motors when he averaged 29.41 m.p.h. in the mile trials for speed. His mark bettered by almost two miles an hour the best previous record for novice drivers and far exceeded the best mark previously established by experienced pilots. Cappel used a Class A Caille motor. In the same meet, J. C. Nunneley of Detroit, Michigan, set a new mark for novice drivers using Class C motors when he averaged 42.95 m.p.h. in the mile trials for speed with his Johnson motor. Nunneley's time exceeds anything done so far this year in this class and comes within less than a mile per hour of the best time made last year. Also, at Bay City, Ray Pregenzer, holder of the world's speed record for outboards, established a new record of 42.95 m.p.h. for Division III drivers using the giant class F motor in a five-mile competitive event.

Several other records were established at the Bay City regatta but were not accepted by the officials in charge because the equipment used in establishing the marks had not been in possession of the drivers for five days in advance of the races. Exceptionally fast time was averaged in the 100-mile marathon held at Bay City when Ray Pregenzer, the winner, negotiated the long grind in two hours and twelve minutes—considerably better than 40 m.p.h.

Know Your Speed —It's Safer.

Many boats are so overrated in speed that they cause inconvenience to their owners oftentimes, and occasionally danger ::: Timing yourself over a measured course proves your speed only at a given setting, but this new National Log shows your exact speed at a glance,—and your trip and total mileage as well::: Owners are enthusiastic, and say they would never go without one after a trial. It is accurate and dependable—a constant check on your engine, a great help in navigating by compass and chart, and a life saver in a fog :::There is no towage of apparatus, nor connection with motor power ::: It is needless to guess *when you can know your real speed.*

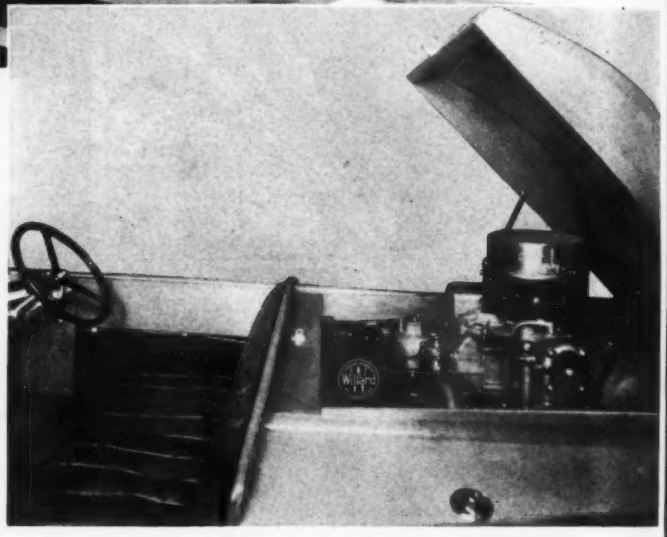
THE NATIONAL LOG
Models H or J for 35 or 60 M. P. H. $150.00 each

NATIONAL MARINE SPEEDOMETER
Outboard Model $18.50 each

Ask your dealer and if he has none on hand, write us direct and give us his name.

THE NATIONAL LOCK WASHER COMPANY
40 Hermon Street Newark, N. J.

Outboard Drivers *have tested the soundness of...* Willard Value



Electric Starting Johnson "Aquaflyer" equipped with a Willard RS 2-15 Thread-Rubber battery.

It's full-speed grind with an outboard—and no let up, no time out. Battery performance, like everything else, must be a mechanical certainty. That's why outboard builders are specifying Willard—because outboard driving tests have verified this battery's constant dependability. Equip your outboard motor with a Willard of the correct electrical size . . . and *know* the tested performance of a Willard battery!

STORAGE BATTERIES

Willard

CLEVELAND·OHIO

LOS ANGELES·CALIF. · TORONTO·ONT.

Advertising index will be found on 3rd last page

SEPTEMBER Outboard MOTOR BOATING 1930

J. W. Griffin, with George Mishey under the canvas, stands by to receive a meal from the Dodge refueling runabout

AN OUTBOARD ENDURANCE MARK

Two Cleveland Drivers Operate a Caille Powered Boat Continuously for Over 239 Hours

AT EXACTLY 3:55 P. M. on the afternoon of July the twenty-fourth, the Caille-powered runabout Endurance purred up to the dock at Edgewater Park, Cleveland, with a new record for continuous outboard performance aboard. The captain, J. W. Griffin, cut the ignition; George Mishey, his co-partner, seized the line which was thrown from the wharf, and ten days of continuous travel in a small open boat came to an end. Total elapsed time was 239 hours and 20 minutes, and only the striking of the propeller on a floating piece of drift wood revented continuation of the run as the motor was still functioning perfectly.

The run was started on July 14, at 4:15 P. M. under the sponsorship of the Cleveland Press, in an effort to capture the world's title, which was then held by another make of motor at 118 hours. Air mattresses under a tarpaulin provided reasonably comfortable sleeping quarters, so that Mishey and Griffin could spell each other at the wheel. Food, gas, oil, mail and all other supplies were brought to them several times a day by a refuelling ship, and every provision was made to keep the men comfortable. Some rough weather was encountered, but as a general thing it was fair, with a gentle sea, and moderate winds.

Actually, the two voyagers traveled better than 2,000 miles in their little craft, which would be a good ten days' run for a large boat. The motor, however, was turning over all the time at better than 3,000 r.p.m. which is a speed that would seriously strain even a big automobile motor. In other words, the motor turned over better than 43,000,000 times during the run, which is equivalent to several years of ordinary service!

All of which is a remarkable tribute to the strength and dependability of the modern outboard motor, when one stops to consider its lightness and portability advantages. To Caille engineers must go the credit for contributing heavily to this popular means of transport.

FOX LAKE'S 100-MILE MARATHON

Thousands of Spectators See Albert Gallert, of Chicago, Win Long Grind from Big Field of Starters

THE largest cash prize ever offered in a single outboard event brought nearly 100 ambitious race pilots to Fox Lake, Illinois, July 27, and gave the Middle West its outstanding outboard racing spectacle of the season. The five-minute gun sounding through the hot Sunday afternoon quiet aroused a stir of activity the like of which Fox Lake had never seen.

Splashing and whirling the surface of the lake into a froth of frenzy, the tiny craft roared across the starting line at a pace that was to wilt many a hardened driver before the race was won. The start of the race before a crowd of between 10,000 and 15,000 spectators on the shore brought to realization the ambitious plans of Commodore O. J. Mullenback and his Chain-O-Lakes Outboard club.

Mullenback posted $1,100 to be split between the first three drivers to finish, and $500 were put up for the professional winners of B and C classes. A number of valuable trophies was sufficient incentive to attract a large field of amateurs.

The fleet of racers was off in clusters on the flying start, and the crowd along the shore and in the pits saw Ray Preganzer, one of the best known pilots in the Middle West, streak out into the lead closely followed by Johnny Maypole, a consistent winner in Class C events. A new world record which Maypole hung up at Madison, Ind., July 4 made him a favorite to win the gruelling grind.

While the battle raged for vantage position during this first lap of the two-and-one-half-mile course, drama was being enacted in the Johnson Motor Company pit. Young Jack Maypole, 14-year-old son of Johnny Maypole, was trying, apparently in vain, to get started in this, the first race of his career. California had its Billy Lyons, and if young Jack had his say, Illinois was to have its John Maypole, Jr.

Perspiration poured off the youngster's face as he brought his boat back to the pits while the rest of the field raced toward the starting line. Disappointment and anxiety mingled on his features as he shouted to Bill Frey, Johnson's racing director.

"I can't get it to plane," he called.

Lifting the lad from the boat, Bill roared away from the pit, planing the craft beautifully on a short arc out into the river. Back to the pit he came, and young Jack scrambled in. A twist of the Johnson 16, and it started with a roar, headed out toward the course where the pilots were now half a lap into the grind.

But the nose of the little step boat reared into the air, while the motor thrashed futilely. Young Jack climbed to the front deck. Still the boat pointed skyward. Farther and farther out he climbed until his weight was pressed against the planking almost at the very nose of the boat. Finally, the nose swung down, the motor picked up speed, and little Jack swiftly scrambled back to the cockpit. Skipping beautifully across the wake of the racers nearly a lap ahead, he started out on his first race.

In the meantime the battle for the lead raged on. Boat after boat turned over as the hot pace was kept up; finally Preganzer's boat turned bottom up. The lead was picked up immediately by Hub Meyers, Manistee, Michigan, pilot, who drove a beautiful race to keep the advantage until the 37th lap, relinquishing it only once for a lap to Carl Koeffler.

Other favorites faltered and failed under the blistering pace. Motors burned out. Patrols were kept busy hauling out dumped boats. Several drivers, who had neglected to fasten their motors securely, were forced out with a surprised look on their faces when their motors loosened, and slipped steaming into the depths of the lake. The elder Maypole was forced from the race, and forced to look on from the shore while his son magnificently carried on the fight for the family laurels.

Driving close to the leaders, but unnoticed by the so-called experts who were picking the winners long before the race started, was Albert Gallert, Chicago grocer who had never won a major race. Driving conservatively and hugging the wakes of the leaders with grim determination, he kept on.

His Johnson 32 purred smoothly as he rounded the 37th lap, and took the lead relinquished by Meyers for a trip to the pits to refuel. Gallert maintained his lead until the end of the race, and crossed the finish line the winner of the $700 first prize. Not once did he go to the pits to refuel until after he had finished the race, and then he returned to the course to cover several more laps to play safe against a confusion in the judges' barge which allowed several drivers to complete more than the required number of trips around the course.

Thirteen drivers completed the required 40 laps, and 12 more drivers were judged to place among the first 25 after a checkup of lap records.

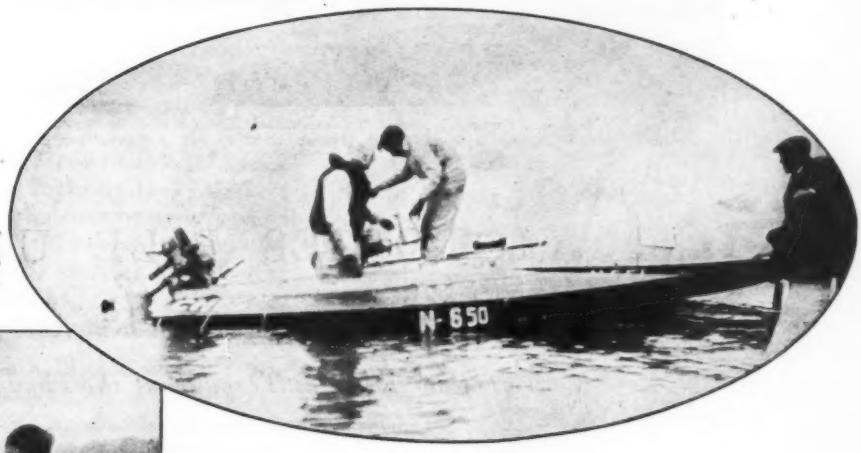
The heat and the hot pace of the long grind had a telling effect on the drivers and one by one they drove to the pits and collapsed. Some of them were dragged from their boats and let the cooling waters revive them.

In the midst of this general collapse, a motor roared to the pits and young Jack Maypole jumped gaily out. He had driven the entire race without once coming to the pits, and had finished fourteenth in the final checkup. When the final tabulations were made it was discovered that his Johnson 16 had brought him to first place among the B class amateurs. While the other drivers were being assisted to their cars, the youngster calmly superintended the loading of his boat, and went his way as if a 100-mile race was his daily dish.

The final checkup revealed that Gallert had averaged 36.096 miles an hour to win the marathon. The other entries to place among the first 25 follow:

1—Albert Gallert	D-III	Johnson	H'ton W'dcat
2—Carl Koeffler	C-III	Evinrude	Elsinore
3—Hub Meyers	F-IV	Elto	Century
4—R. K. Carlson	C-III	Johnson	Elsinore
5—Jack Bersonnette	C-III	"	Century
6—Geo. MacDonald	C-III	"	"
7—Wade Woodworth	C-II	Evinrude	"
8—Carl A. Kramer	C-III	"	Home
9—E. P. Lott	D-II	Johnson	Ludington
10—Willard Bystedt	D-III	"	Hicks
11—Robert Soelke	D-III	"	Hooton
12—C. W. Boller	F-IV	Elto	Butte d. Morte
13—Wm. Frosted	D-I	Johnson	Fox River V.
14—John J. Maypole, Jr.	B-I	"	Century
15—A. J. Novak	E-IV	Elto	Hooton
16—F. E. Ludolph	F-IV	"	"
17—Edward Horys	B-III	Johnson	Century
18—Jim Lino	D-II	"	"
19—Joseph Moulis	D-II	"	Hooton
20—Les Collins	B-IV	Caille	Century
21—C. Ruthermel	C-IV	Evinrude	Fox River
22—Dr. R. S. Rea	B-I	Johnson	Penn Yan
23—Julius P. Petriak	F-I	Elto	Century
24—A. J. Harvey, Jr.	C-II	Evinrude	"
25—Gunnar Jacobson	C-I	Johnson	Hicks

SOCONY *triumphs* *in first* Intercollegiate Regatta



"Check" and "Double Check," sister outboards, with Carl and Bill Arlt, brother pilots, fueling with Socony.

Bill Crawford, Colgate's high point winner in Eastern Intercollegiate Regatta at Skaneateles, fueling with Socony.

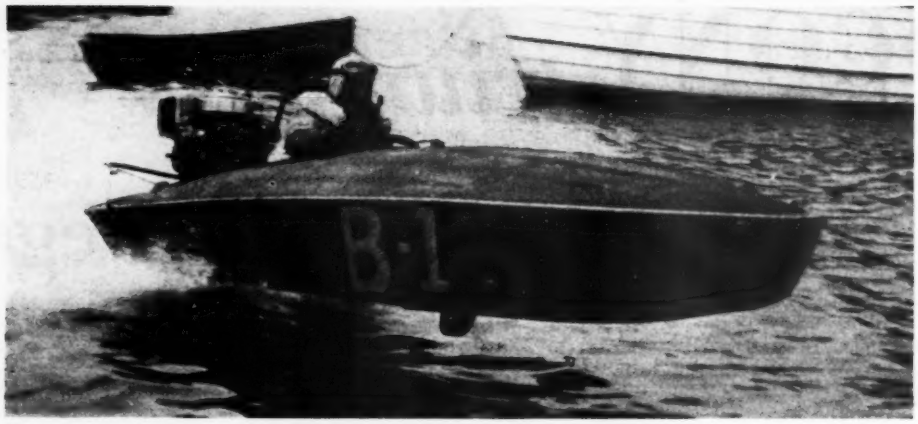
FOURTEEN of the twenty entries at Skaneateles were fueled with Socony gasoline and oil in the first intercollegiate Outboard Regatta—won by Colgate. Every outboard of Colgate's winning team was powered with Socony, while Jack Hamel, Dartmouth's lone entry and winner of class D and Free-for-All events used Socony Special *plus* Ethyl and Socony Aircraft Oil.

You don't *have* to be a racer to get good results from Socony products. If your boat is powered by a gasoline engine, you'll find you get the best results from Socony Special *plus* Ethyl and Socony Aircraft Oil. If she is Diesel-powered, Socony Diesel Fuel Oil and Turex Oil will give you equally good results.

For your convenience Socony marine stations are located at all important points in New York and New England.

SOCONY

STANDARD OIL COMPANY OF NEW YORK



Ludington boat driven by J. E. Wilkinson winning the Albany-New York race in April

VICTORIES PILE UP

Fast Ludington Racing Hulls Show a Consistent Record of Wins in Important Regattas Throughout the Land

THROUGHOUT the year in all parts of the country Ludington outboard racing hulls have piled up victory after victory in all classes and divisions. The consistent winnings of these craft, Flash, Lightning A and Lightning B, point to the fact that their design and construction, combined with a powerful motor and skilled driver, include all the features that make for championships. Jake Dunnell, veteran racing driver himself, is the designer of the Ludington racing hulls. In former years his designs have brought many victories to Ludington boats, but these 1930 Ludington craft, constructed under the new weight requirements of the N. O. A., seem to be even speedier than before.

Starting with the Colonel Green Trophy at Miami, Florida, on March 25 and 26, Ross Maddocks and Albert Nagell drove their Ludington craft to victory over a large field of contenders in this important initial regatta. Maddocks crossed the line first in Class B, Division 3 and came in first in Class D, Division 1 and 2. Albert Nagell, driving his Ludington, nosed out the others to finish just behind Maddocks and to carry off second place in Class D, Division 1 and 2.

Many racers, remembering the fact that Jake Dunnell had won the Albany-New York Marathon last year in a Ludington hull, decided to enter the 1930 Albany-New York Marathon on April 26 in the same type of boat. This classic which is regarded as among the most important racing events of the year ended with a complete victory for drivers of Ludingtons. J. E. Wilkinson was winner in his Ludington Flash over a field of 118 starters and other Ludington boats finished 2nd, 9th and 10th. Wilkinson, naturally, is a strong believer in the speed and stamina of Ludington boats.

Again at the Intercollegiate Regatta held at Lake Skaneateles, New York, on May 16, Bill Crawford brought his Ludington hull to victory in Class B, Division 2 and clinched the trophy for his college, Colgate University.

Following closely on the heels of this win, Ludington led a fast field at Worcester, Mass., on May 29 and 30 when Bill Tuck, driving a Ludington craft, netted first place in Class B, Division 3. At the same time word from Columbus, Ohio, reported that Rudy Sunerland had flashed across the finishing line in his Ludington boat to claim the trophy in Class B, Division 1, in one of the most important meets in Ohio, which was run on June 29.

Ross Maddocks in a Ludington boat wins the Colonel Green Trophy at Miami in March

In the hundreds of outboard races run over the week end of July Fourth in all parts of the country, Ludingtons maintained their records —with two of the more

(*Continued on page* 150)

2 New World's Records for CAILLE Red Heads

1. Non-Stop Endurance Run
[239 hrs., 20 min.]

2. World's Class A Racing Record [29.411 m. p. h.]

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At the Bay City Regatta, sanctioned by the American Power Boat Association, a Caille Class A model, driven by Adam Cappel, established an official world's record at 29.411 m. p. h. Fastest run—30.45 m. p. h.

At the same regatta, a Caille Red Head, Model 40, Class B motor, driven by Les Collins, finished first in the 100-mile marathon.

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Action picture of Cleveland endurance run in which a Caille Red Head Model 27 Class B motor established a world's record of 239 hrs., 20 min.

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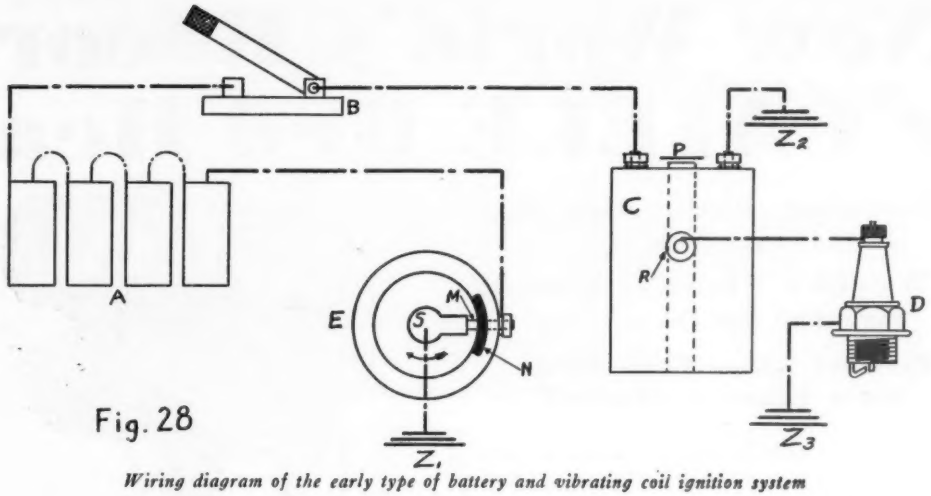


Fig. 28

Wiring diagram of the early type of battery and vibrating coil ignition system

LOOKING INSIDE THE OUTBOARD ENGINE

The Function of the Ignition Devices, Where the Current is Produced, and How it is Distributed to the Spark Plugs of the Engine

By P. A. TANNER, M.E.

Part VII

TO light a match the heat of friction is necessary to ignite the phosphorous compound; this, burning, ignites the wood of the match stick; the match will start combustion of paper or shavings; the kindling will start the coal or coke. Each combustible substance requires not only oxygen, but a sufficiently high temperature to start the union of the oxygen with the carbon.

In the diesel oil-burning engine, air is compressed in the working cylinder to some 500 pounds per square inch. The compression heats it to such a temperature that when oil is sprayed into it, ignition and burning take place immediately. Control of combustion lies, in this case, in control of the timing of the oil spray and the amount of oil.

A combustible mixture of gasoline vapor and air can also be ignited by the heat of compression. But if the compression of the gasoline engine is raised to a point where this will occur, then there is no control of the timing of the ignition—any number of variations in temperature, nature of fuel, ratio of fuel to air, would affect the point in the compression stroke when the combustion would begin.

The compression of the gasoline engine is usually as high as possible without introducing pre-ignition or auto-ignition or symptoms of these phenomena which make irregular running, unnecessary noise, loss of power and similar difficulties. In the automobile engine the charge is compressed into a space about one-fifth the volume of the piston displacement plus the clearance,—the compression ratio is said to be 1 : 5. It may be somewhat higher or lower, depending on many factors, but in general, engines of higher speed have higher compression.

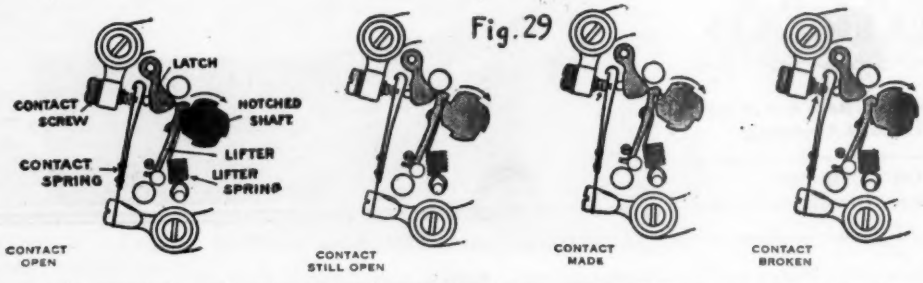
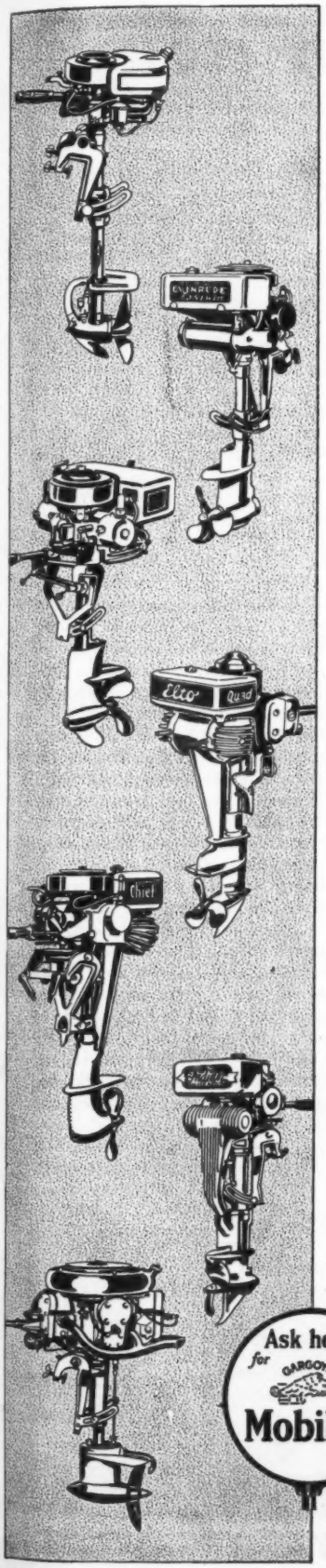


Fig. 29

The construction and action of the Atwater-Kent battery system which operates at high speed and delivers a single spark at the plug



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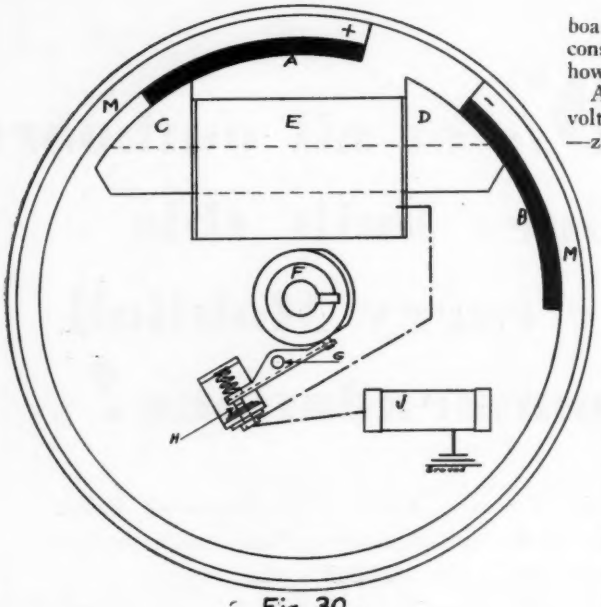


Fig. 30

The principal parts of a typical single magnet type of flywheel magneto

The small two cycle outboard motors may have compression ratios as high as 1 : 7 permitted by the exhaust gas dilution, the high speeds, the effective cooling, and the comparatively small bores.

The fire which burns the mixed air and fuel must be kindled. The kindling must be sufficiently hot to surely start the fire and it must be under perfect control so that the combustion will take place at the right time. The combustion, once it is started, is tremendously rapid. In a motor running at 4,000 revolutions per minute the start of combustion by the electric spark may begin only one-six hundredth of a second before the piston is on upper dead-center where the full pressure of the explosion should be pressing against it. It is true that some burning takes place after that point, but the total elapsed time from ignition to the beginning of exhaust, the whole power stroke, is only about .0075 seconds.

Almost from the very beginning ignition in the internal combustion engine has been accomplished with an electric spark. Practically nothing but the high-voltage or jump-spark has been used in any type of engine in more recent years.

The electric current for ignition is procured in several ways. The well known dry cell battery is commonly used. In motor cars a storage battery is charged by a small generator attached to the engine and the ignition current is taken from the storage battery. The magneto, in various forms, is a spark-generator, driven by the engine for no other purpose.

The early single cylinder outboard motors were equipped with a simple dry-battery and vibrating spark coil system. Since the vibrating type of coil is no longer used with outboard motors, no detailed sketch or explanation of its construction and operation is necessary. Figure 28, however, shows the wiring diagram of such a system.

A single dry cell produces about one and a half volts. Four of them are connected together in series —zinc to carbon, zinc to carbon, etc.—as shown at A—providing a 6 volt current supply. From the one side of the battery a wire runs to the simple switch B, which may be of any common form, and then to one low-tension terminal of the spark coil C. The other terminal of the coil is connected to ground, meaning that it is attached to some metal part of the engine itself, since that metal constitutes one of the conductors in the circuit. The other side of the battery is connected to the terminal on the timer E. The timer, in one simple form, consists of a ring of fiber, hard rubber, or other non-conductor with a short segment of metal N inserted on the inner face. The terminal connects to this segment. The center shaft S is geared to the engine and rotates at the same speed as the crank shaft. An arm on this center shaft carries a small brush M which bears on the inner face of the ring as it rotates. The center shaft and the brush which it carries are electrically connected to ground. The electric current can flow from the battery through the circuit only when the brush M is in contact with the segment N, the complete circuit then being as follows: From A to B, to C, to ground, to S, and M, to N, and so back to A. Thus it is seen that the metal parts of the engine itself, the ground is a part of the circuit.

When the timer completes the circuit once each revolution, and at the proper time in relation to the piston in the engine, current flows through the spark coil and causes the vibrator P to rapidly make-and-break the current. This vibrator is operated magnetically by the iron core of the coil which becomes magnetized when current flows through the coil.

This rapidly oscillating six volt current is transformed within the coil, by the inductive relation of the low tension winding to the high tension winding, to current of several thousand volts. The circuit for the flow of this high tension current is as follows: From the terminal R on the coil to the spark plug D, then to ground, through ground to Z and so back to one of the low tension terminals on the coil which is also the terminal for the other end of the high tension winding. When this high voltage current reaches the spark plug it jumps the small gap between the electrodes and causes a very hot spark.

The vibrating spark coil delivers a shower of sparks continuing so long as the timer is in contact.

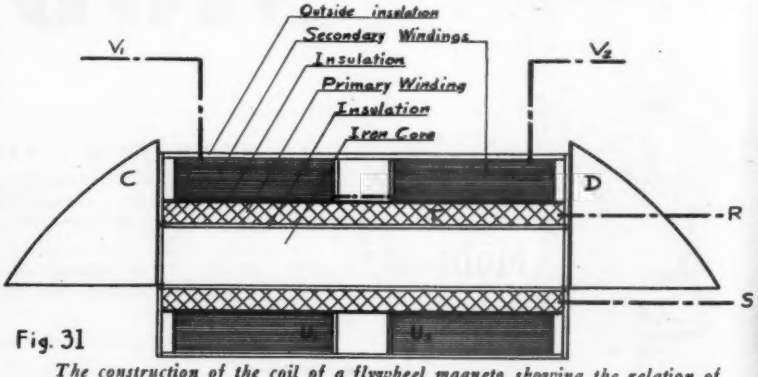
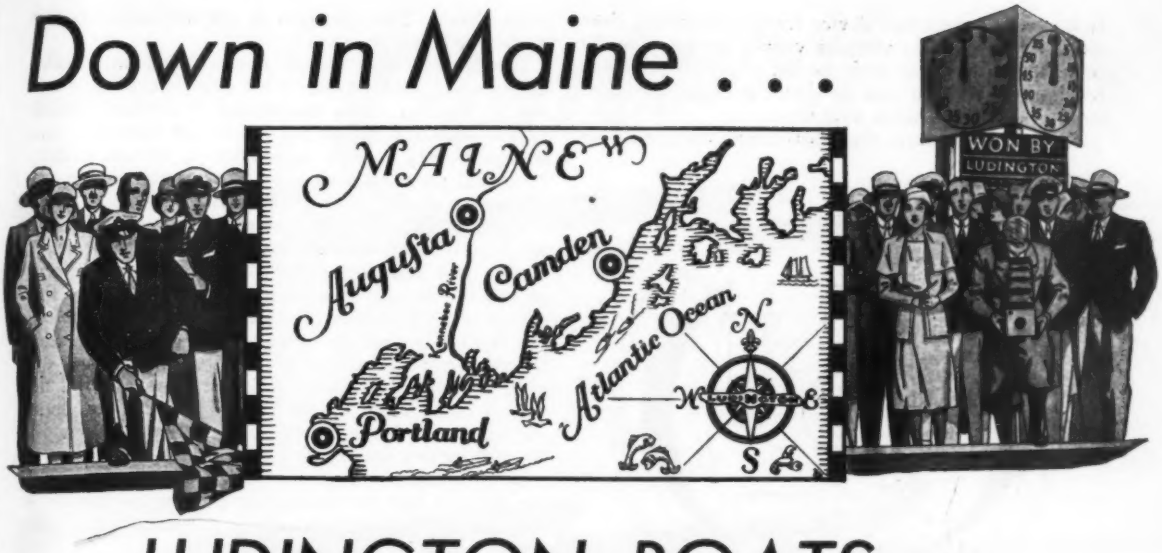


Fig. 31

The construction of the coil of a flywheel magneto showing the relation of primary and secondary windings

Down in Maine . . .



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2nd, Dick Frost

C — 1st, Bill Tuck
2nd, Dick Frost

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It is a very satisfactory device for comparatively slow speed engines. The vibrator cannot operate rapidly enough, however, for high speeds, so a system which requires no vibrator and produces but one spark instead of a rapid series is now used.

Figure 29 illustrates the construction and the action

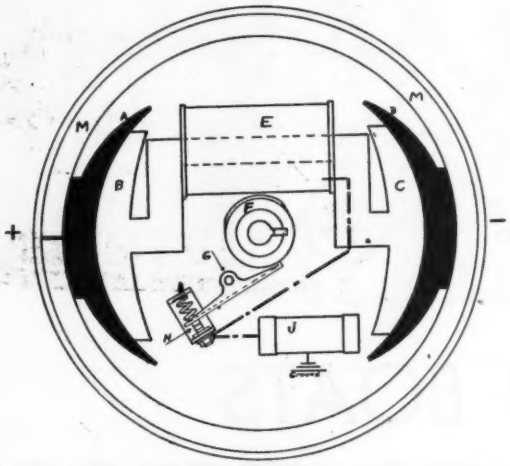

Fig. 32

A two magnet type of magneto as developed by Evinrude and others

of the Atwater Kent open circuit type breaker mechanism. Consider that the timer in Figure 28 is replaced with this device and that the vibrating coil is replaced with one which has only the construction of a transformer—an iron core, a low tension winding on it, and a high tension winding surrounding it. The terminals are connected in the same way as before.

The Notched Shaft is driven by the engine just as the center shaft of the timer. This notched shaft in rotating actuates the Lifter which in turn moves the Latch which strikes the contact spring and causes the contact points to come together. This contact establishes the current flow through the system. But since the Lifter falls away again immediately, and the Latch drops back, the contact points separate again almost immediately thus breaking the current. Thus the current is made and again broken in almost an instant. The action is extremely rapid but there is sufficient time for the low tension current to flow through the winding of the coil. Its sudden rise and fall induces a high voltage current in the secondary or high tension winding, and this travels to the spark plug and jumps the gap. The drawings show four notches on the Notched Shaft for the ignition of a four cylinder automobile engine when the shaft is driven at one half crank shaft speed. For a single cylinder outboard motor of the two cycle type the shaft would be driven at engine speed and have one notch; for an opposed twin, the same; for a four cylinder motor, two notches if a distributor is used, otherwise, one breaker mechanism for each pair of opposed cylinders.

The Atwater Kent mechanism is not only adapted to high speed operation, but uses very little current from the dry cells owing to the extremely short duration of contact. It is claimed that a six volt dry battery will operate a motor a whole season of average use with this system. In actual practice, as used on the Elto motor, the Notched Shaft is not rotated but is given an oscillating motion by an eccentric on the crank shaft. The operation of the mechanism is just as shown, however.

Another ignition system now coming into widespread use is that served by the electric generator and storage battery. The application of electric starting to the outboard motor has made the generator and storage battery regular equipment on certain models. It is logical, then, just as in the automobile, to use this source of electricity for ignition.

For starting, the only source of current is the storage battery. The system used is the same in principle as that just described except that a more simple form of ignition breaker mechanism is now possible. The supply of electricity is practically unlimited, therefore the breaker is a simple cam and lever mechanism with the contact points together except when suddenly opened to induce the spark. Current flows through the system much more of the time than with the open-circuit type of breaker such as the Atwater Kent. A dry cell battery would not last nearly so long with this type of breaker. After the motor is started, current for ignition and for recharging the storage battery is supplied by the generator. It is not necessary to conserve current.

This type of ignition is identical with that used in automobiles. It has only one fault and that a minor one: should the storage battery become completely discharged, the motor cannot be started. In that case,

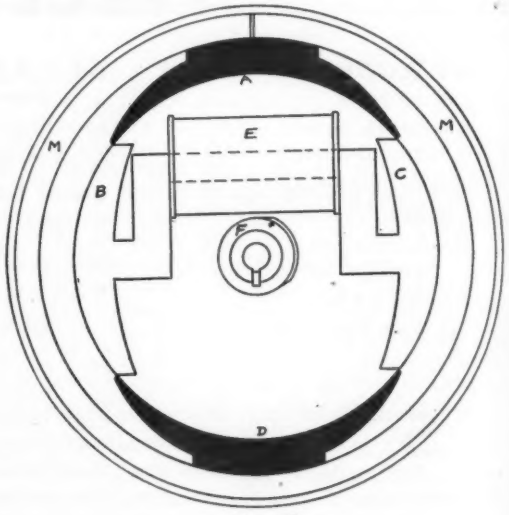

Fig. 32-A

The two-magnet magneto with the pole pieces in position for generating the maximum current in the primary coil

however, a dry cell battery—eight cells for 12 volts—can be connected in place of the storage battery to supply current while the motor is cranked manually. After the motor is started, the generator will then supply the ignition current. It is a most unusual occurrence for the storage battery to become so completely discharged that it will not supply sufficient current for ignition. Even if it is so weak that it will not start the motor electrically, it will usually serve the ignition satisfactorily while the motor is started manually. The generator then supplies ample current.

Battery ignition of any type has one advantage over magneto ignition—the spark intensity is not affected by the speed at which the motor is cranked to start.

(*Continued on page* 144)

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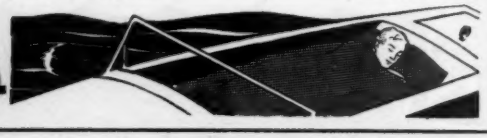


LOOKING INSIDE THE OUTBOARD ENGINE

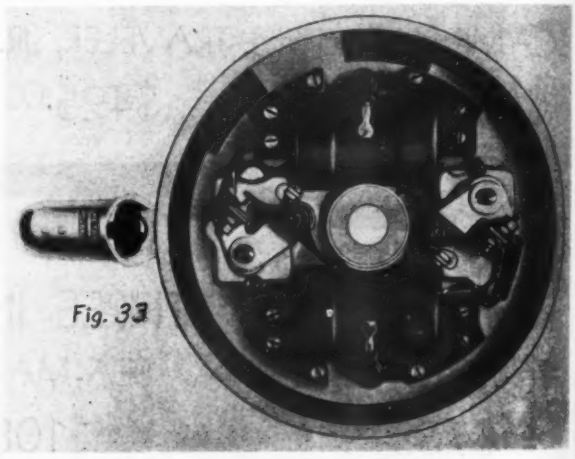
(*Continued from page* 142)

The spark is just as hot at very slow speeds as at high speeds. It is principally for this reason that battery ignition is continued on some motors not equipped with electric starters even though the dry cell battery required is heavy, cumbersome, and somewhat costly to renew.

In order to make the outboard motor a self-contained and compact unit, magnetos have long been in use. Since the conventional gear driven type of separate magneto is now seldom used in American built motors, no mention or description of it is necessary here. Fortunately, a way was found to combine the functions of the flywheel and the magneto in one unit. The flywheel is the rotating member of the magneto; the magneto is the flywheel. Thus low weight, compactness, and saving in cost are all accomplished.

It is not possible to go deeply into the magnetic and electrical theory of electric generation. The basic fact is this: When lines of magnetic force cut through an electrical conductor, an electric current proportional in strength to the magnetic strength and to the rapidity with which the magnetic lines cut the conductor, is generated. Large power-plant generators, motor car generators, magnetos, all operate on this principle.

Certain grades of steel, which is an alloy of the element Iron, have the property of retaining magnetism permanently. When a bar of such steel is bent into a loop and magnetized, lines of magnetic force emanate from each end, one being called the negative or South Pole, the other the positive or North Pole. The space between the ends is traversed by these lines. If a bar of iron or steel—called an armature—is laid across the gap, it too becomes magnetized but in the opposite direction so that its South Pole is in contact with the North Pole of the magnet. Opposite poles attract, like poles repel each other. The lines of magnetic



The double breaker and coils of the magneto used in the Johnson parallel twin and four cylinder engines

force become drawn in and concentrated in the bar across the end.

If a coil of wire is placed around this armature, the magnetic lines pass through the coils of the wire. But so long as the magnetic lines are constant, no current is generated in the wire. If, however, the armature is quickly pulled away from the magnet, the magnetic lines within it quickly disappear. The magnetic force within the armature and its coil change from some constant value to nothing. This change, depending on the strength of the magnetic force and on the speed with which the change is made, does generate a current in the coil.

Figure 30 illustrates the principal parts of the single-magnet type of flywheel magneto, such as developed by American Bosch, Eisemann, and Johnson. The hardened tungsten-steel bar magnet M is bent into the major segment of a circle. The polarity is shown by the plus and minus signs. Attached to each end is a soft-steel pole-piece, A and B. A bar of soft iron with heads C and D is placed so that the pole pieces are respectively in very close proximity to the heads—they do not quite touch. When the magnet and the armature are in the relative positions shown, magnetic lines of force traverse the small air-gap between A and C, the iron of the bar, and the air-gap between D and B. Thus, a complete magnetic circuit is established.

The magnet M is attached securely to the revolving flywheel

(*Continued on page* 146)

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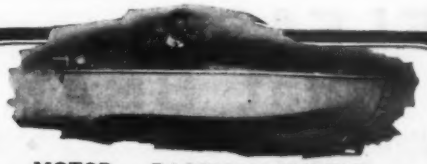

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Ask your Dealer for BALUBRICOTE, or Order Direct from Makers—Quart, $2.50
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LOOKING INSIDE THE OUTBOARD ENGINE

(*Continued from page* 144)

with the hub F mounted on the crank shaft of the motor. The armature is attached to a stationary plate and does not move except through short distances as will be explained.

Wound around the armature is a coil of fairly heavy insulated copper wire. This is the primary or low tension winding shown as T in Figure 31. The two ends of this coil are brought out as at R and S.

Referring again to Figure 30, it will be seen that when the flywheel, in revolving, moves the pole pieces A and B from the position shown, then the magnetic lines of force will no longer pass through the armature. As the magnet comes further around, the pole pieces will again register with the heads C and D of the armature and the magnetic lines will again flow through or cut the armature now known as the core of the coil.

Thus, every time the flywheel revolves it will cause magnetic force to be set up within the core of the coil and to be again destroyed very quickly. These very rapid charges within the core generate a current of electricity in the primary winding.

Surrounding the primary winding T is the secondary or high tension winding U1 and U2 which consists of a very large number of turns of very fine insulated copper wire. It is in this winding that the current which produces the spark is generated.

One end of the primary winding is attached to ground—to the metal of the stationary plate, which is attached to the motor which is the common conductor or ground. The current generated in the primary winding is carried to the breaker mechanism by a wire connected to the other end of the coil. The breaker consists, simply, of a flat blade mounted on a fulcrum, G, with one of the contact points near its outer end. The other end of the breaker arm rests against the revolving hub of the flywheel. This hub is not round at this point, it is finished in a cam shape so that when the hub revolves the breaker arm is caused to oscillate. This brings that contact mounted on the arm into electrical contact with the stationary insulated contact point carried on a bracket as at H. It is this stationary insulated contact point to which one end of the primary winding is attached.

At the time current generated in the primary winding is just starting, the contact points are allowed to touch and the circuit —from coil to stationary contact H to the breaker arm G to the ground, through the ground to the other end of the coil—is completed. When the current flow has reached the maximum point, the poles A and B having just left the heads C and D, the cam on the hub F causes the contact points to open quickly. This suddenly breaks the flow of primary current in the coil T. This sudden change within the coil then induces a current in the secondary or high tension winding. This current is lead to the spark plugs—if the motor is the opposed twin type—through the cables V1 and V2, through the plugs, across the gaps, into ground, and so the circuit is completed from one end of the secondary coil to the other. If the motor is the single cylinder type, then only one end of the secondary winding is brought out, the other is grounded directly within the magneto itself. In effect, one spark jumps the gap in both spark plugs in the opposed twin or in the four cylinder engine which is a pair of opposed twins, since one end of the coil is lead to the spark plug, the other end to the other spark plug, and the circuit completed between them through the ground. The coil may be constructed as above, or the secondary winding may be divided into two parts as indicated in Figure 31 with one end of each coil grounded, the other end of each lead to the two spark plugs respectively. The induction of the primary winding and the core then act in exactly the same way to produce current in both the secondary windings. Some advantage is in fact claimed for this construction in that should one secondary winding become inoperative the other, in an emergency may continue to serve one of the cylinders. In either case, if the spark is weak for any reason, one spark plug cable may be grounded and thus throw most of the generated current into the other to serve one plug and one cylinder until the motor is running and the spark strength becomes stronger.

There is one other important device in the magneto, the condenser shown at J in Figure 30. When the contact points open and cause the high tension current to be induced in the secondary winding by quickly destroying the magnetic lines in the primary winding and in the core, this action also induces a reverse current in the primary coil itself. This inductive back-kick current tends to continue to flow between the contact points as they separate causing an arc or flash at that point. This arc, if permitted, greatly depreciates the speed with which the magnetic lines within the primary winding die out and thus weakens the spark in the secondary. And the arc also rapidly eats away the metal of the contact points. In order to eliminate this arc the condenser is connected across the contact points; one terminal is connected

(*Continued on page* 148)

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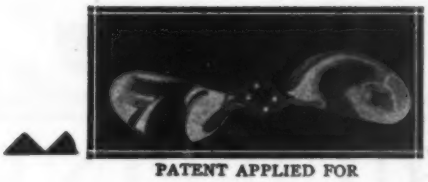

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16 Records in 1929
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AC TACHOMETER
To get the most out of your engine, you must know just what your engine is doing.
The *new* and *improved* AC Tachometer is now priced at $20 complete, slightly higher in Canada. Write for descriptive folder and kindly give name of your nearest dealer.
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For B, C, D and E motors
16 x 4½ ft.—225 lbs. . . $330.00
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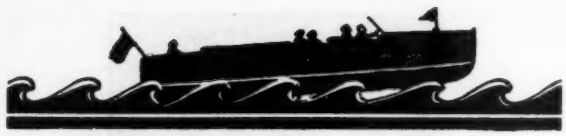

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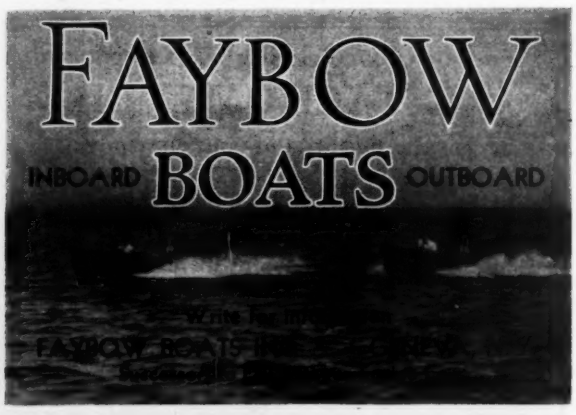

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J. B. WELCH, Inc. **1350 41st Street Milwaukee, Wis.**

LOOKING INSIDE THE OUTBOARD ENGINE

(Continued from page 146)

to common ground through the metal casing and its support on the plate, the other is wired to the insulated contact point H. The condenser has the property of absorbing the unwanted current and holding it until the contacts are again allowed to touch when it is harmlessly discharged through the primary circuit. The condenser is of such capacity as to permit a very small flash to appear at the contact points. This helps to burn off any little foreign substance that may lodge there and keeps the surfaces bright so that good contact, electrically, will always be made.

The two-magnet type of flywheel magneto as developed by Evinrude and Briggs and Stratton is also in widespread use on small portable engines and outboard motors. Figure 32 illustrates its principles of operation. The magnet M is, again, bent into a circle, but in this case the ends are joined. The gap between the ends may be simply bridged by the soft steel pole piece A, or welded. In one magneto manufactured in Europe a solid steel ring is employed. In any case, the magnet thus formed is magnetized so that one side is positive, the other negative as indicated by the plus and minus signs. The two soft steel pole pieces A and B are securely attached to the magnet and likewise become magnetized, one being positive, the other negative. The armature in this magneto is long and of peculiar shape, the heads C and D lying just inside the path of the two pole pieces A and B as they revolve with the magnet. The coil, identical in construction with the one previously described, is, as before, placed around the core.

When the magnet is in the position shown, magnetic lines flow from A through the small air-gap to C, through the coil core, from D to B, and thus complete the magnetic circuit. The pole pieces A and B and the core heads C and D are of such length that when A is just leaving the tip of C, and B is likewise just leaving the tip of D, then the forward tip of A just begins to register with the tip of D. In other words, when the magnet has turned 90 degrees, the pole pieces bridge across the heads from C to D at each side. Then the magnetic lines flow from A to the top of both C and D, through them to the bottom, and thence to B as indicated in Figure 31A. It is approximately at this point that the maximum current is generated in the primary winding, so the cam on the hub F then opens the contact points. The action of the breaker, the coil, and the condenser are exactly as described for the single-magnet type.

It will be noted that when the magnet has turned 180 degrees from the position shown in Figure 32 the pole piece A is then in register with the core head D and B with C. The magnetic lines then pass through the core as before but in the opposite direction. When the magnet has turned 90 degrees further or 180 degrees from the position shown in Figure 32a, another point of maximum current production in the primary winding occurs. If the cam again opened the contact points a spark would be produced as before. This type of magneto is capable of producing two sparks per revolution, a characteristic which makes it particularly adaptable to the parallel twin-type of motor. When so applied, the cam is made double and opens the contacts every 180 degrees. Both ends of the secondary are lead out to the spark plugs. Since the one cylinder is on the compression stroke and in the firing position, that spark plug ignites the charge. The other cylinder is exhausting so the spark in that plug causes no action of any kind.

Several technical and more or less theoretical advantages may be claimed for each type of flywheel magneto. The fact always remains, however, that both are in quantity production, both produce sparks at surprisingly low speeds for easy starting, and both are in successful operation on thousands of outboard motors and other small engines.

When the single-magnet type of magneto is used on the parallel twin or a four cylinder motor where a spark every 180 degrees of revolution is required, then it is necessary to duplicate the coils, breakers, and condensers. Figure 33 shows the Johnson magneto of this type for motors of the parallel twin type. The breaker arms contact with the cam on the hub at opposite points so a single lobe cam operates both.

In earlier days flywheel magnetos were not always reliable. There was not then such uniformity in the quality of the magnet steel nor in methods of hardening and testing. Frequently magnets lost their strength. This caused a weak spark or none at all particularly at cranking speeds. Recharging weak magnets was then a regular practice. Today it is known that if a magnet will not retain its magnetism under normal conditions of operation indefinitely it is defective and should be replaced rather than recharged.

(To be continued)

RACES prove more than SPEED

The greatest forward strides in motor boat design; in engine construction and in mechanical maintenance have been made as the result of races . . . when abnormal conditions show how normal requirements can best be served.

We report instances of the use of Empire Penn Drake Oil by the winners of important races because this is the most conclusive proof that it provides the highest degree of lubrication even in the face of intense heat of relentless speeding.

Empire Penn-Drake Oil is especially refined for marine use. It permits easier starting at low temperature and holds its body under extreme heat and heavy loads. YET IT HAS THE LOWEST PER MILE COST. Three grades to meet every motor boat need.

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rode with the following winners:

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Class C—1st place
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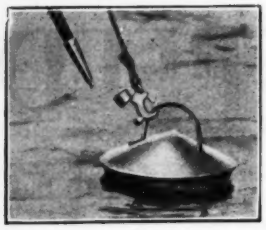


Patent Applied For

Sturges Jiffy Mooring Snap

There is no longer any excuse for missing a mooring, falling overboard, or losing a boat hook. With the Sturges Jiffy Mooring Snap you can affix line to your mooring without leaving the operating position. The Jiffy Snap is easily fitted to one end of a boat hook by means of a ferrule, and is attached to the bitt with a temporary mooring line. With the line extended along the deck to the wheel, moorings are easily made single-handed, simply by hooking the Jiffy Snap on the ring of the mooring buoy and releasing the pole with a jerk. Ideal for outboard boats. Indispensable aboard sail boats.

Spring Control Box

Sturges Dinghy Line Control

With this efficient device fouling of the dinghy line around the propeller in reversing or manoeuvering is an impossibility. Slack in line is automatically taken up on a spring-operated drum and kept where it belongs—on deck instead of loose under the stern.

STURGES EQUIPMENT
Simplifies Boat Handling

BREAKING and weighing the anchor are easy operations with the aid of the Sturges Anchor Hoist. Simple and durable in construction, easily installed and operated, the Sturges Anchor Hoist lifts the anchor clear of the bow, where swinging flukes cannot dig into the planking, and mud can be washed off before the anchor is brought inboard. For short stops, anchoring with the light service line is usually sufficient, without bothering to get out your heavy anchor line. Davit may be unshipped and windlass used separately for kedging off sand bar or for hauling out. Windlass may also be unshipped when not in use, leaving only combination base and mooring bitt on deck.

Substantially constructed, heavily galvanized, the Sturges Anchor Hoist is made in three sizes for any size anchor up to 100 lbs. Furnished entirely of brass at slight additional cost.

Special hoists for outboard motors and boats with capacities up to 400 pounds.

Rope is easily applied in open type block.
Davit unships here.
Carrying handle.
Windlass unships here.
Combination base, including bitt.

Patent Applied For

Sturges Anchor Hoist

Model No. 2 with 3 speed transmission for anchors 50 to 85 lbs. Low speed gives powerful leverage for breaking the anchor loose from mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor. High speed on main shaft is for quickly reeling in the line slack. Also has powerful brake for lowering anchor into water.

STURGES ANCHOR HOIST
3 Kensington Road. Bronxville. N. Y.

VICTORIES PILE UP

(*Continued from page* 136)

important meets as outstanding. At Albany Bill Tuck raced through a long line of speeding craft to clinch the victory in Class B, Division 4, and during the same regatta Bill Crawford won the Commodore's Trophy race, driving a Ludington in Class B, Division 2. In Westerly, Rhode Island, at the same time Marshall Eldredge came in first in Class B, Div. 3 and 4.

The records made by Ludington boats during the Maine Circuit consisting of regattas at Portland, Camden and Augusta from July 18 to 26 are particularly noteworthy. Ten first and ten seconds were clinched during the circuit.

At Portland in the Division 4 races, Marshall Eldredge placed first and Bill Tuck second in B Class. In C Class, Marshall Eldredge placed first with Dick Frost second—and Bill Tuck came in second in Class D. All three were driving Ludington hulls.

On July 21 and 22 at Augusta another series of wins was brought in by Ludington hulls. Entered in Division 4, Bill Tuck took first and Dick Frost crossed the line second in Class B. In C Class the same two drivers led the field but the honors were reversed—Dick Frost coming in first and Bill Tuck second. In the next event, Class D, Tuck again drove in first and Ed Grady, in another Ludington hull, followed close behind to net second place. Continuing his series of wins Tuck swept across the finish line first again with Dick Frost running a close second and taking second place in F Class.

A repetition of the two previous races at Portland and Augusta greeted the officials in charge of the events at the Camden regatta on July 25 and 26. But this time Bill Tuck kept every first in Division 4 but one for himself, and his Ludington craft, letting the seconds go to Dick Frost—and the other first to Wilkinson, winner of the 1930 Albany-New York Marathon, who was driving a Ludington Flash. The set up of wins was as follows: in B Class and C Class, Bill Tuck took both firsts with Dick Frost second in both events. Tuck drove in first in D Class but was content with second place in Class F, bowing to Wilkinson, who crossed the finish first.

These are the more outstanding championships won by Ludington racing hulls so far in 1930. Many others of local importance have resulted in the same way—the speed and stamina of Ludington boats having combined with powerful motors to wrest the laurels for skilled drivers all over the country.

SPECIAL CRUISER CLASS AT VENICE

A new class for sea-going cruisers is to be instituted this September in the International Motor Boat Competition at Venice. The cruisers will race from Venice to Trieste for a cup presented by H. R. H. the Prince of Udine. Qualifications for the various classes of cruisers in the past have given no consideration to the matter of gasoline consumption and since boats suitable for long deep-sea cruises must be of fair size, the cost of operating them would amount to quite a lot. Accordingly, the Prince thought it was a good idea to develop a class in which dependability and economy of fuel consumption would be considered. The minimum length of these boats will be approximately 23 feet and the maximum cylinder capacity six liters. Seating capacity for four passengers besides the pilot and mechanic will be required.

The course from Venice to Trieste and back will mean a run of about 120 sea miles and will be held on September 20. The start will be at the Lido and the finish at Trieste at the Royal Adriaco Yacht Club. The second half of the race over the return course will be held on the following day.

A CORRECTION

Due to an unfortunate transposition of captions on several photographs, an error was made in the August issue on page 42. The yacht Comoco at the bottom of the page was referred to as having been designed by Gielow and built by the Bath Iron Works. Actually, she was designed and built in Chicago by the Great Lakes Boat Building Corporation. The Comoco referred to in the caption is now in course of construction at Bath.

DIESELS SELECTED FOR NEW YACHTS

It is interesting to note that many of the new yachts are specifying the Cooper-Bessemer diesel engine to be assured of an abundance of smooth, economical power. The new Sylvia, Placida and three sister ships are all powered with Cooper-Bessemers, including not only the main power plant but also the auxiliary engines. In addition, Althea, Black Douglas, the new Johnson boat, the Sorensen yacht, the Pynchon craft, Edsel Ford's new yacht, and the Goodyear boat all have the Cooper-Bessemer engine. Another pair of the 400 horsepower model is being installed in Nenemoosha, Alfred I. DuPont's yacht.

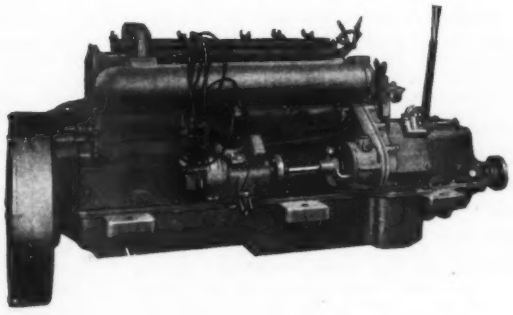
Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

THE MOST TALKED ABOUT MARINE MOTOR OF 1930

A sensational price, and a sensational value. Nothing on the market of similar power, quality and equipment at anywhere near the price of this "Warrior" 30-50 h.p. Red Wing. Not new and untried but widely used in many hundreds of craft the world over, with the same enthusiastic reports from everywhere.

Equally suited for substantial runabout, or cruiser up to as large as 40 feet. A delightfully smooth running and efficient Six, incorporating all the rugged strength and reliability that has characterized Red Wing motors for the past 30 years. No wonder it's the most talked of motor of 1930.

Get the facts about this phenomenal "Warrior" value. You, too, can enjoy the thrill of a perfect Six in your boat without spending a fortune. Mention size of your boat so we can send complete data and propeller suggestions also.



Warrior 30-50 h.p. Red Wing THOROBRED. 6-cylinder, 4-cycle. Bore 3⅛", stroke 5". Piston displacement 230 cubic inches.

Prices: $495.00 for medium duty type with grey iron base. $570.00 for high speed type with aluminum base. Prices include electric starting motor, generator, instrument board, enclosed flywheel, Paragon 90% reverse gear built-in, Schebler carburetor with flame arrester, timer ignition, rotary water pump, water cooled exhaust manifold, heated intake, flange shaft coupling for 1⅛" shaft. Extra for Robert Bosch magneto ignition, $45.00; or for double ignition, $60.00.

Complete with Electric Starter

$495.00

19 other THOROBRED engine sizes, 4 to 150 h.p.

Write for complete catalog.

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"CHAMPION OF LONG ISLAND SOUND"

When "Maid O' Rye," a 35 Foot Elco "Cruisette" owned by Stuart Dean Platt, won the 1930 Block Island Race, she continued the string of 5 consecutive annual victories for Elco boats in this eastern classic. Here she is, crossing the starting line in that race. For cushions and trim exposed to weather, Elco uses

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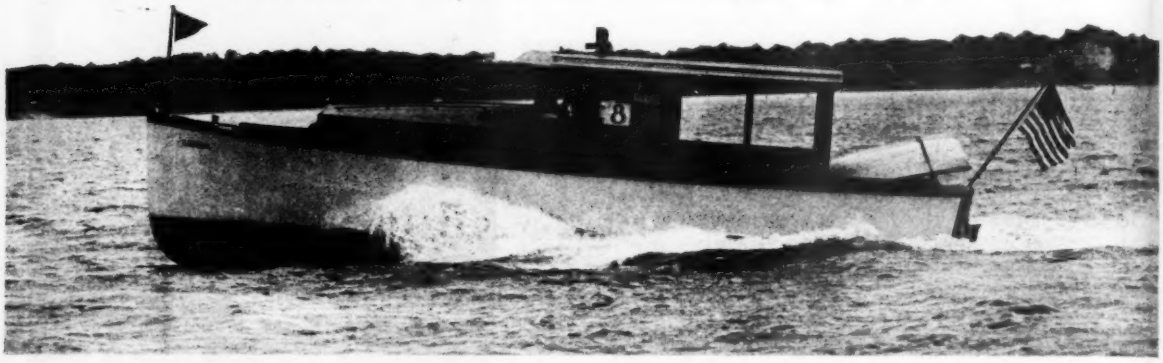
on all standard boats.

Its resistance to wear, weather and water, oil, gas and alcohol makes it economical. Its smooth surface is easy to keep spick and span. The wide range of colors in which it is available makes it the choice of experienced boat builders who have a knowing eye for the sales value of harmonized color schemes.



The PANTASOTE COMPANY, INC.
250 PARK AVENUE NEW YORK

OUTBOARD NOTES

PRIZES FOR ENDURANCE RUNS

Because of the popularity of all kinds of non-stop marathons, the long enduring public will have to stand a few more endurance contests before the summer is out for the non-stop craze has hit outboard motor enthusiasts.

Following the recent record breaking endurance runs in Cleveland, Ohio, a number of teams of outboard drivers have prepared themselves and their motors for new record breaking attempts.

And now the Outboard Motors Corporation of Milwaukee, Wisconsin, has announced that it will pay $500 to any non-stop pilots who better the existing record of 239 hours and 20 minutes with either an Elto, Evinrude or Lockwood motor. Further, for each full day that the drivers run their motors and boats continuously after the 120-hour mark has been reached, the corporation will pay a $50 bonus. Any endurance team which breaks the old mark by one hour with the use of the corporation's motors is assured under this plan of collecting at least $850.

Special instructions have been prepared which inform prospective contestants how spark plugs may be changed without stopping their motors, how refueling operations should be undertaken and how the motors may be greased and oiled while under way. The prizes will be held open for all record breakers until October 31 of this year.

OUTBOARD RECORD RAISED TO 49.72

A new world's record for outboard motor boats of 49.72 m.p.h., made by Ray Pregenzer of Antioch, Ill., in the mile trials for speed held at Fox Lake, Ill., on Monday, July 28, has been officially approved by the outboard race commissioners, according to a report by the National Outboard Association.

Announcement of the new mark, the fastest time ever officially recorded for outboard boats, came after an official check had been made of the course and the equipment used in breaking the old record. The best previous time made by an outboard motor boat was 49.48 m.p.h. and was made by H. G. Ferguson at Balboa, California, last December. In setting his mark, Ferguson used a Class D motor with 40 cubic inches piston displacement. Pregenzer used a Class F motor with 60 cubic inch displacement and on several of the laps which he had to run to make his record, his boat was averaging fifty miles an hour.

Speed marks approaching 55 m.p.h. had been expected this summer because of recent refinements in the manufacture of outboard motors and boats and because the giant Class F motors had been placed on the market for the first time. So far, the coveted 50 m.p.h. mark has not been reached by any driver but many of the pilots believe that the mark will be passed in the numerous big regattas to be staged during the next three months.

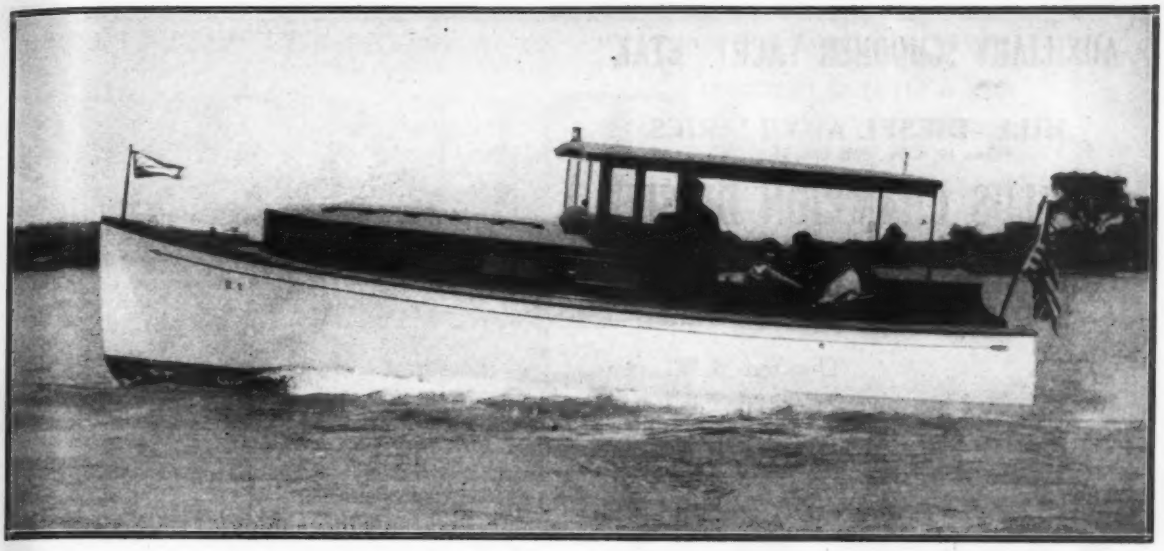
DUCHESS OF YORK TROPHY RACE

On July 26 at the outboard regatta staged at Hendon, England, by the British Outboard Racing Club, H. J. P. Bomford was again successful in lifting the Duchess of York Trophy. This is the second time that Bomford has won the trophy and it is the third anniversary of the running of this event.

Thirty-three boats were entered, the race being run in three heats and a final. Three of the boats, however, did not appear at the start. Seven boats started in the first heat, which was won by Jill II, Johnson-powered. Miss Norwich placed second. In the second heat, out of nine starters, Bomford's Seahopper, Johnson engine, was first; Itsit XV, Evinrude, second. The third heat went to Don Q, Evinrude engine, followed by Blue Bug, Johnson-powered.

Twelve boats qualified for the final, but only eleven started, as Miss Norwich was unable to get going. Itsit XV proved herself nearly, if not actually, the fastest boat, but unfortunately overturned on the third lap. Bomford in Seahopper, took the lead in the twelfth lap and maintained it to the finish, with Don Q (Evinrude) second; Comet (Johnson) third; Bahowche (Johnson) fourth; and Too Too (Watermota) fifth. The course was 12 nautical miles and Bomford's winning speed 30.81 knots.

Advertising index will be found on 3rd last page



Richardson Cruisabouts

ARE DISPLAYED AT:

NEW YORK CITY
Bruns-Kimball & Co.,
5th Ave. & 15th St.

PHILADELPHIA, PA.
Bruns-Kimball & Co.,
102 So. Fourth St.

BOSTON, MASS.
Walter H. Moreton Corp.,
1043 Commonwealth Ave.

AMITYVILLE, L. I., N. Y.
F. D. Noman,
78 Riverside Ave.

DETROIT, MICH.
Allmand, French & Thompson, Inc.
6460 E. Jefferson Ave.

HOUSTON, TEXAS
Peden Company

CINCINNATI, OHIO
J. A. Scarlett,
436 E. Second St.

BUFFALO, N. Y.
Hill-Madden Boat Corp.
Genesee Motor Ramp.

WASHINGTON, D. C.
Fleet Gate Motor Boat Agency,
14th & Water Sts., S. W.

ROCHESTER, N. Y.,
Volney E. Lacy,
Charlotte Station

PEORIA, ILL.
C. O. Horstman,
813 So. Washington St.

LOUISVILLE, KENTUCKY
The Barret Co.,
113 So. Second St.

SAN FRANCISCO, CALIF.
Boardman & Flower,
1740 Van Ness Ave.

CLEVELAND, OHIO,
N. J. Shea,
1424 Lauderdale Ave.

CHICAGO, ILL.
A. M. Deering,
1454 Builders Bldg.

ALTON, ILL.
Mississippi Valley Yacht Sales Co.,
Times Building

ERIE, PA.
Bender Marine Sales Co.,
142 E. Twelfth St.

CHICAGO, ILL.
Sampson Electric Co.,
3201 So. Michigan Ave.

TORONTO, ONT., CANADA
T. B. F. Henson,
371 Bay St.

NEW HAVEN, CONN.,
Charles L. Killam,

HARTFORD, CONN.
Weston M. Jenks,
44 Trumbull St.

ATLANTIC CITY, N. J.
Edward Fell Jardine,
410 Carson Ave.

BAY HEAD, N. J.
Hubert Johnson

THE GREATEST CRUISER VALUE!

WE hate to use superlatives or to have our boastful moments but—considering their size and type, the Richardson Cruisabouts are the greatest boat "buy."

For example: the Double Cabin Cruisabout illustrated above has sleeping accommodations for four in the main cabin, two in the cozy stateroom at the stern, cockpit space for a dozen and an economical speed of 21 miles an hour when powered with an eight-cylinder Gray Marine Motor. This complete Cruisabout sells for $4685, a price far below that of cruisers that are even comparable to a Richardson. Other Cruisabouts are priced as low as $3385 in the water ready to run.

In spite of the low prices for the Cruisabouts, the long standing Richardson reputation for quality is never jeopardized. Prove by your personal inspection of a Cruisabout that every piece of equipment, every fitting and all the workmanship and material are the best that money can buy.

The Cruisabout dealer nearest you will be glad to show you every feature of this biggest of cruiser values. Visit him today or write for booklet "E" which we'll be glad to mail without cost or obligation on your part.

RICHARDSON BOAT COMPANY, INC.

357 Sweeney Street — North Tonawanda, N. Y.

Richardson Cruisabouts

Advertising index will be found on 3rd last page

AUXILIARY SCHOONER YACHT "ETAK"

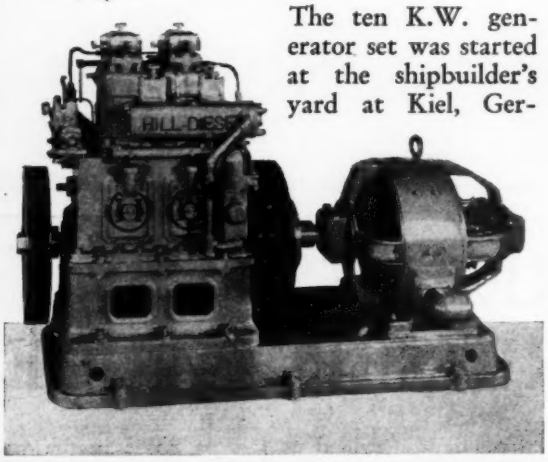
COX & STEVENS DESIGNED

HILL - DIESEL AUXILIARIES
(One 10 K.W. and one 15 K.W.)

WORLDS CHAMPION DIESELS

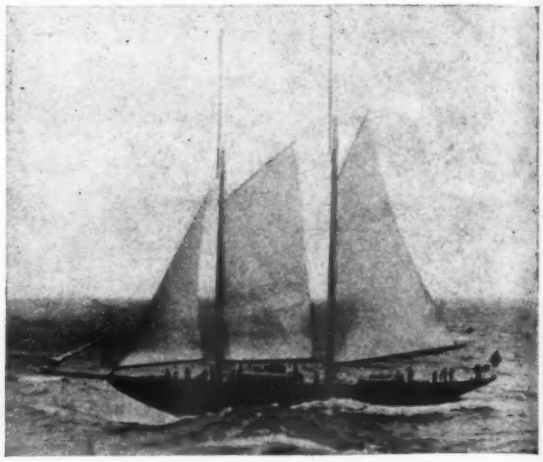
FOR

Continuous Operation Without Adjustment
27 Days — 7 Hours — 15 Minutes



The ten K.W. generator set was started at the shipbuilder's yard at Kiel, Germany, and ran continuously 655¼ hours without adjustment of any kind.

Chief Engineer Henry Christiansen's inspection of the engine after arrival at New York proved it ready for another long run—spray valves as clean as a whistle.



HILL-DIESEL ENGINE COMPANY
248 MILL STREET, LANSING, MICH., U. S. A.
Builders of Internal Combustion Engines Since 1899

Says the
RICHARDSON BOAT CO., Inc.
of N. Tonawanda, N. Y., speaking of

Philippine
INDOAKO
Wood

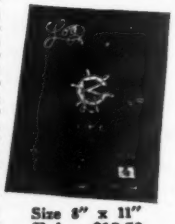
"OUR choice of your Philippine INDOAKO Wood is due to the high quality of the stock, its durability and beauty of grain and the fact that it does not fade out."

Consequently all the famous Richardson Cruisabouts are trimmed in INDOAKO. Many other prominent boat manufacturers use INDOAKO for planking also. All of them unite in a unanimous chorus of commendation of this ideal boat wood.

You cannot ignore such eloquent testimony. It proves again what boat builders long have known to be fact: that from every angle—beauty, strength, resistance to deterioration, water absorption, light weight and, most important, cost—INDOAKO is the boat wood *par excellence*, second to none. Be sure INDOAKO enters into the construction of *your* craft.

Write for full details!

INDIANA QUARTERED OAK CO.
222 East Avenue Long Island City, N. Y.



Size 8" x 11"
Price $12.50

DE LUXE YACHT LOG

For Pleasure Entries.

Keep a record with notes, sketches or photographs, the interesting happenings of cruises, fishing parties or races.

First Of Its Kind

No other log like it. Printed on heavy art paper, bound in real calf. Cover embossed with your club burgee and house flag, in gold leaf and oil colors. An artistic, durable and practical addition to your library. Grows more interesting as records accumulate.

PUBLISHED YEARLY—Be sure and send the name of your boat, yacht club, and design of your house flag in colors, with your order.

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ALGONAC BOAT HOISTS

If you have a nice boat, why not keep it nice with one of these Hoists? You will be more than pleased with this easily operated and substantial hoist.

$140.00 to $300.00
Fully Guaranteed
Monnier Bros., Inc., Algonac, Mich.

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ZENITH

carburetors and filters in marine service are efficient - economical - dependable. The Zenith principle of filtration for fuel and lubricating oil has gained remarkable acceptance. Write for details

ZENITH-DETROIT CORPORATION

DETROIT — Branches: NEW YORK, CLEVELAND, CHICAGO, MILWAUKEE, TORONTO — MICHIGAN

GENUINE MAHOGANY

Costs Less

In the long run . . . Because there is Less sales resistance—When you can truthfully say:—

"THIS BOAT IS CONSTRUCTED OF GENUINE MAHOGANY"

THE MENGEL COMPANY
INCORPORATED
LOUISVILLE, KENTUCKY

ARTISTIC STEEL FLOATS

Of striking beauty and staunch construction these Artistic Steel Floats are designed for use as permanent moorings. They may be constructed in any size and anchored in any harbor.

WALSH-BUGBEE COMPANY, INC.
Marine Construction Engineers

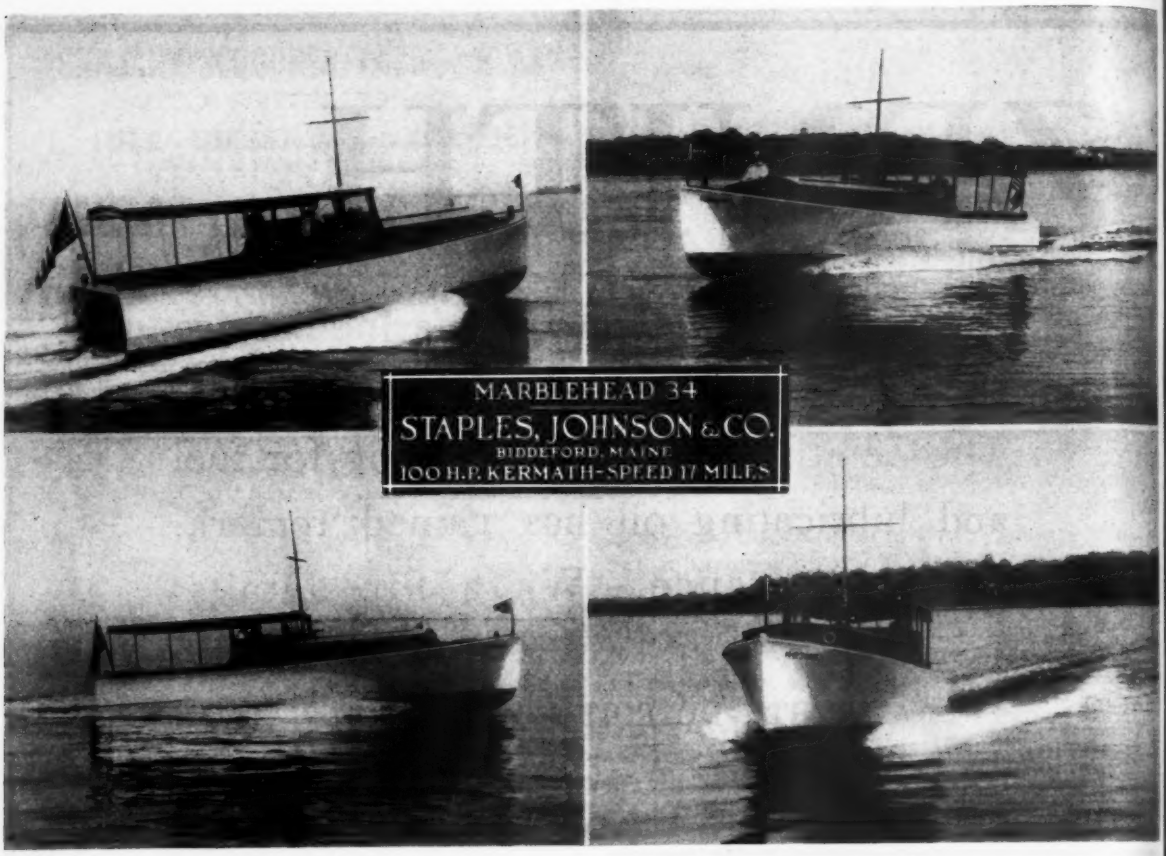
NEW YORK CITY
4 West 58th Street
Telephone: Circle 4653

FACTORY OFFICE
206 East Hanover St., Trenton, N. J.
Telephone: Trenton 6287-8

On the left is shown our 8½" incandescent searchlight, and on the right is the 7" incandescent searchlight, both with pilot house control. Our combination red and green running light is shown in the upper right corner. These illustrations show the latest type of modern construction.

Catalog I—incandescent. *Catalog A—arc.*

THE CARLISLE & FINCH CO.
261 East Clifton Ave. **Cincinnati, Ohio**



Monel Metal Shafts

Whim III 50 M.P.H.—1300 h.p. with Monel Metal Shafts 2" x 14' in Goodrich Cutlass Rubber Bearings.

SHAFT REPAIRS ELIMINATED

Monel Metal is the choice of Chris-Craft, Elco, Dodge, Wheeler, Banfield and a host of other well known builders. Monel Metal Shafts increase the life of Babbitt or bearing bronze, and we especially recommend them for use with Goodrich Cutlass Rubber Bearings, an ideal combination. We carry a complete line of Shafts and Bearings. When required, stock shipments cut to any length and machined.

Send for our new catalogue listing everything needed by the yacht owner and sailor.

TOPPING BROTHERS

159 Varick Street **New York City**

15 HR TO 240 HP — POWERED BY Buffalo — $480.00 TO $2800.00

A Symbol of Dependable PERFORMANCE

Buffalo Marine Engines

Hundreds of owners are proclaiming their dependability, economy and service.

Literature upon request

BUFFALO GASOLENE MOTOR CO.

1286 Niagara Street **Buffalo, N. Y.**

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For Storage of

GASOLINE, OIL or WATER

Made to Order

No matter what your tank problem, we are ready to meet your requirements for special shaped tanks in galvanized steel, Monel metal or copper. Our engineering department will be glad to assist you. Also a large supply of standardized tanks in many sizes carried in stock for prompt shipment.

RUDDERS, STACKS, SPECIAL WORK GALVANIZING

L. O. KOVEN & BROTHER
Incorporated

154 Ogden Avenue **Jersey City, N. J.**

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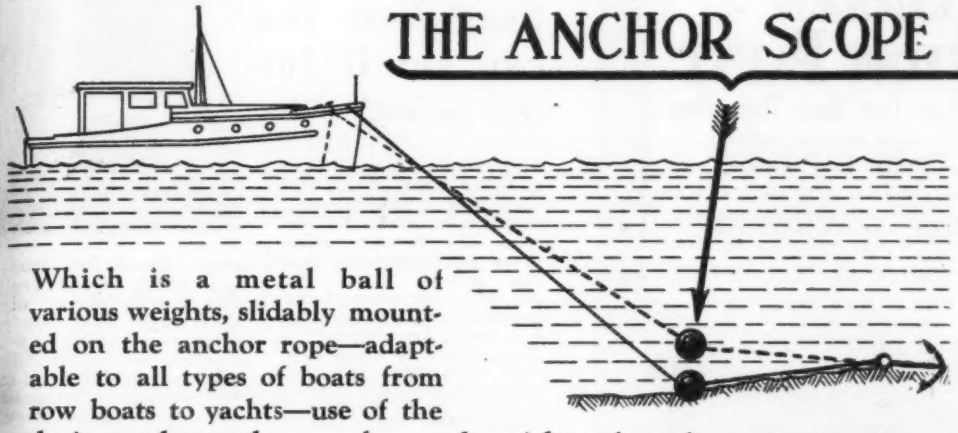
FOR SALE:

ALL RIGHTS AND INTEREST IN U. S. PATENT No. 1,771,406
ISSUED JULY 29th, 1930, PROTECTING WITH A BASIC PATENT

THE ANCHOR SCOPE BALL



Manufactured to match other equipment of boat.

Which is a metal ball of various weights, slidably mounted on the anchor rope—adaptable to all types of boats from row boats to yachts—use of the device reduces the number and weight of anchors—economizes on stowage space and initial cost—boat rides easier and with less strain—less weight to carry, lower and raise—every type of boat is a prospect. If interested, communicate with L. F.—P. O. Box 21, Bush Terminal, Brooklyn, N. Y., for full particulars and demonstration.

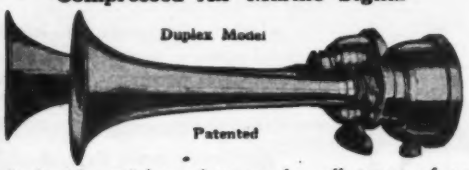
NATIONAL

STREAMLINE RUNNING LIGHTS

The National Marine Lamp Company
FORESTVILLE, CONN., U. S. A.

STROMBOS

Compressed Air Marine Signal



Made in 15 models and tones for all types of sea, river and lake craft. Send for catalog.

J. THOMAS RHAMSTINE*
Successor to American Strombos Co.
504 EAST WOODBRIDGE DETROIT

YACHTING CLOTHES

FOR THE
Owner, Officers and Crew
FOR
ALL OCCASIONS

OVER seventy-three years' experience outfitting mariners insures you not only the finest in custom made uniforms, but a guarantee of correctness in every detail of our garments.

Illustrated Catalog Upon Request

B. SCHELLENBERG & SONS
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99 to 105 Myrtle Avenue, Brooklyn, N. Y.
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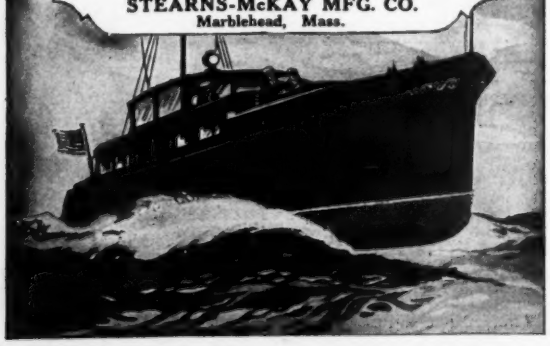
MARBLEHEAD ANTI-FOULING GREEN BOTTOM PAINT

Saves Its First Cost Many Times Over

because it covers twice the Surface, lasts a long time, and is the most effective Bottom Paint produced.

"The highest grade product that can be used."—JOHN H. WELLS, Inc.
"Gives perfect satisfaction."—THE MATTHEWS COMPANY.
"Will use it exclusively."—HACKER BOAT COMPANY.
"We are satisfied with the results obtained from this remarkable paint."—HENRY J. GIELOW, Inc.
"Unable to find anything that will stand up as your paint does."—GEO. LAWLEY & SON, CORP.

STEARNS-McKAY MFG. CO.
Marblehead, Mass.



A LOT OF BOAT for $109.50

Read *how* you can get it for *this price!*

Ordinarily, you'd pay $300 or more for a boat of this type—and then it wouldn't equal this Brooks model for real class. The Brooks method saves you two-thirds your boat money. How? You get the boat complete, knocked-down, and assemble it yourself. Any amateur can do it with only a few ordinary tools. No chance of going wrong.

The Brooks "Royal" shown above is a marvelous value at $109.50 complete including copper and brass fastenings. Overall length 16 feet with an extreme beam of 52 inches. Does 30 miles an hour with Class D 32-H.P. motor. Banks beautifully—turns within its own length with throttle almost wide open. Light and easy to transport, yet sturdy in construction with a hull that will stand the gaff. Comfortable seating arrangement. Ample room for six passengers. Note the large freeboard, keeping cockpits free from spray.

Send 10c. now for catalog showing details of this and 54 other Brooks models, runabouts, outboard speedsters, cruisers, sailboats. Write today.

BROOKS BOAT COMPANY, INC.
Dept. J3
SAGINAW WEST SIDE, MICH.

It's Fine to Win Races

During regattas or in scheduled races, when navigating skill and other things are equal, the better equipped boat has a distinct advantage—a better chance of winning coveted prizes.

Tiebout has specialized for many years in supplying correct equipment for every type of boat, both power and sail.

Many a winner has been equipped throughout by Tiebout.

W. & J. TIEBOUT
NEW YORK
118 CHAMBERS ST.

1597

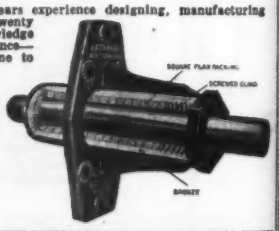
The Hathaway

FLAX PACKED STERN BEARING

The masterpiece of an organization of masters in design and manufacture of marine machinery.

Experience and knowledge—twenty years experience designing, manufacturing and installing marine equipment—twenty years of acquiring first hand knowledge of bearing requirement and performance—twenty years of severest test—combine to produce the ideal super-service bearing. Trouble free—for many years of hard service—vibrationless; free from knock, pound, heating, scoring, simple, sturdy, economical.

No motor boat owner can afford to neglect to acquaint himself with the outstanding advantages of the Hathaway Bearing.



Descriptive literature and prices on request.

HATHAWAY MACHINERY CO.
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BE NON CHALANT:

with the assurance of instant responsiveness, smooth operation, unexcelled sea worthiness, and restful comfort in the Whitney "31", "35", and "41".

For details write Dept. K

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EAST HARTFORD, CONN.

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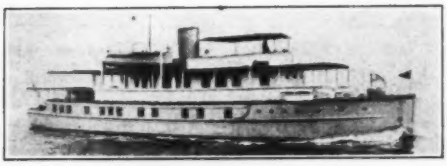
HENRY J. GIELOW INC.

Designers of America's Finest Yachts

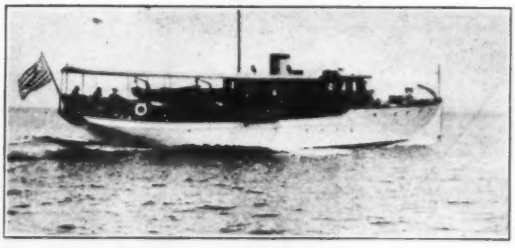
BROKERAGE DEPARTMENT

FOR SALE

All of the yachts shown on this page are for sale. Some of them may be chartered. Select those which appeal to you most and we shall be glad to send complete information and prices. You are safe when buying through Gielow.

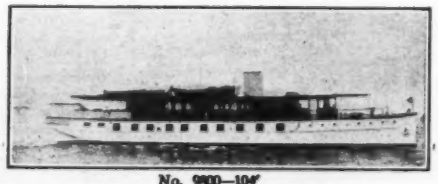


No. 9817—99'6"
TWIN SCREW HOUSEBOAT

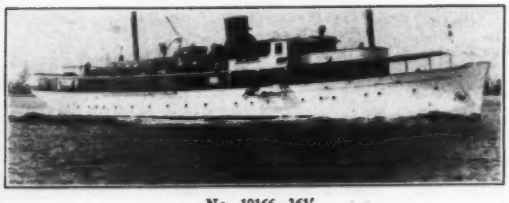


No. 9761—133'
TWIN SCREW DIESEL YACHT

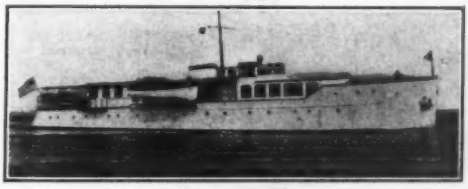
No. 13507—98'
TWIN SCREW DIESEL YACHT



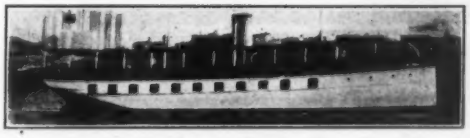
No. 9800—104'
TWIN SCREW DIESEL YACHT



No. 10166—161'
TWIN SCREW DIESEL YACHT

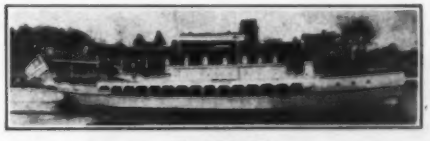


No. 10905—122'
TWIN SCREW CRUISER



No. 9962—88'
TWIN SCREW HOUSEBOAT

No. 11253—75'
TWIN SCREW MOTOR YACHT



No. 9472—80'
TWIN SCREW HOUSEBOAT

NAVAL ARCHITECTS
ENGINEERS
YACHT BROKERS

25 West 43rd Street, New York

DETROIT
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NEW YORK CITY

Detroit Office:
Barlum Tower

Telephone:
Cadillac 6806

Telephone:
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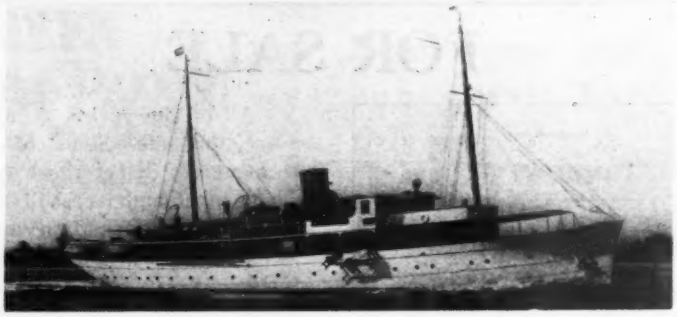
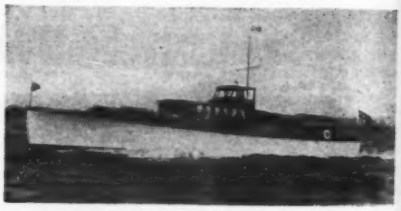
Cable Address:
BROKERAGE



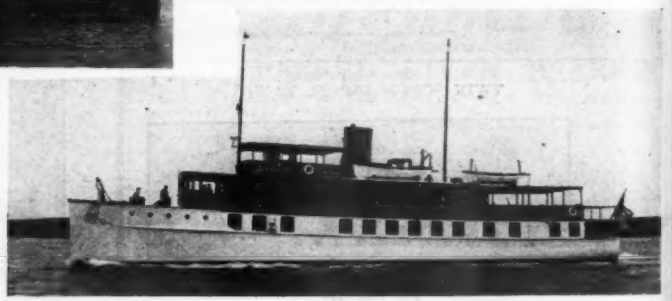
No. 5023 FOR SALE BY ESTATE—Modern steel 160-ft., Twin Screw Diesel Yacht designed by us and built under our supervision. Speed up to 14 knots. Two 6-cyl. 450 H.P. Winton Diesel Motors. Accommodations include six staterooms; deckhouse contains dining room, writing room and living room. All modern conveniences. Large deck space. Price most attractive.

No. 4815
FOR SALE—Fast 80-ft. Twin Screw Power Yacht. Two 6-cyl. 225 H.P. Motors. Speed 16 miles. Three double staterooms, shower bath and two toilet rooms. Dining saloon in deckhouse forward. Large deck space. Price reasonable for a quick sale. Further particulars on request.



No. 5520 FOR SALE—Twin Screw 66-ft. Consolidated Commuter. Speed up to 22 miles. Two 6-cyl. 170 H.P. Speedway Motors. New 1929. Double stateroom; dining saloon in deckhouse. Forward and after cockpits. Splendid condition. Unusually attractive price.

No. 5434
FOR SALE—Roomy, fast Cruising Power Yacht. 94 feet long, 15 foot beam. Built in 1928. Two 350 H. P. Winton Motors. Cruising speed 17 m.p.h. Large combined dining-room and living-room in sunken deckhouse forward. Below aft are two double, two single staterooms, three baths, toilet rooms. Large deck space. Attractively finished and furnished. All modern conveniences. Hull double planked. Built from our plans and under our supervision. Price attractive for immediate sale.



No. 4877
FOR SALE—Steel, twin Screw 112-ft. Cruising Houseboat. Two 6-cyl. 125 H.P. Winton Motors. Large deckhouse containing owner's stateroom and bath, combined living and dining room. Below are six staterooms and four baths. Heavily constructed in best manner. Beautifully finished and furnished. Price attractive. Write for further particulars.

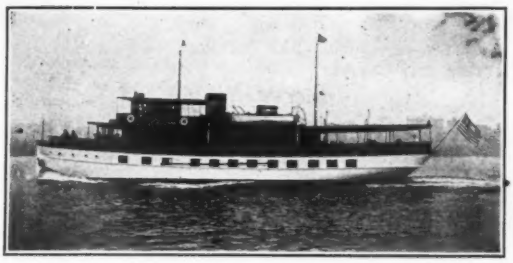
No. 5590 FOR SALE—Modern Twin Screw 75-ft. Cruising Power Yacht of recent build. Cruising speed up to 14 m.p.h. Two 6-cyl. 135 H.P. Gasoline Motors. Roomy cruising accommodations include four double staterooms, bath and three toilet rooms. Dining Saloon in forward deck house. Completely equipped with all modern conveniences, including hot water heat, Lux fire system, etc. Price very attractive for immediate sale.

No. 4649 FOR CHARTER — Modern 172-ft. Ocean-going Twin Screw Diesel Yacht. Two 6-cyl., 350 H.P. Winton Diesel Motors. Accommodations include continuous deckhouse containing large dining saloon, library and living room. Below six staterooms, four baths. Large deck space with shelter deck aft. Practically only Diesel Yacht this size available for summer use. Price reasonable.

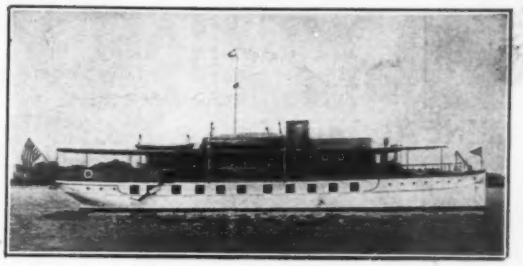
The
YACHTS

illustrated on this page represent only a few of the large number listed with us FOR SALE or CHARTER. Let us know your requirements.

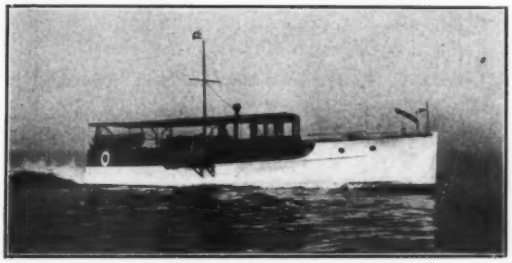
Advertising index will be found on 3rd last page



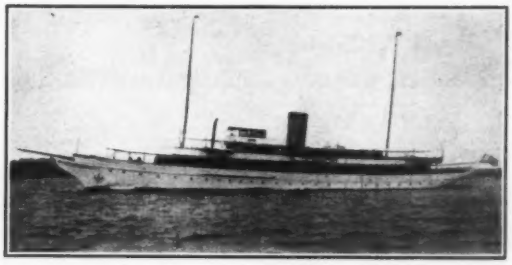
No. 1936—For Sale or Charter—99'6" Houseboat. Five staterooms, two with two beds, one with double bed, two single. Three bathrooms, large living room and dining room, galley and Pantry.



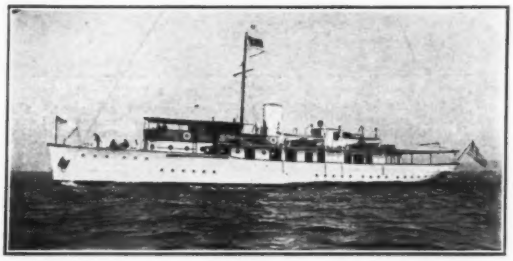
No. 1760—For Sale or Charter—103'4" Yacht. Four double staterooms and one single, including three bathrooms. Powered with two Winton motors of 250 H.P. each.



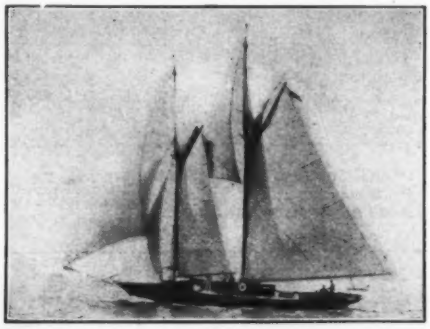
No. 9140—For Sale—This attractive 57-foot cruiser. Beam 12', draft 3'9". Contains 1 stateroom with double bed and couch, 1 stateroom two beds and dining room with three transoms. Boat in perfect condition mechanically and in every other respect.



No. 9942—For Sale or Charter—223'7" Diesel Yacht. Five double staterooms and three single, including one double stateroom for maid. Six bathrooms. Powered with two Sun Doxford engines 750 H.P. each.



No. 8212—For Sale or Charter—160'5" Diesel Yacht. Three double staterooms and four single, including five bathrooms. Powered with two Winton motors, 350 H.P. each.



No. 4518—For Sale or Charter—Auxiliary Schooner. 64' o.a., 51' w.l.—15'5" beam, draft 9'. Designed by B. B. Crowninshield. large double stateroom, single stateroom, three transoms in salon. Complete new set of sails in 1929. Extra racing sails for Bermuda Race in 1930. Splendid off shore cruiser. Fine for seeing the International Races. Prices very reasonable.

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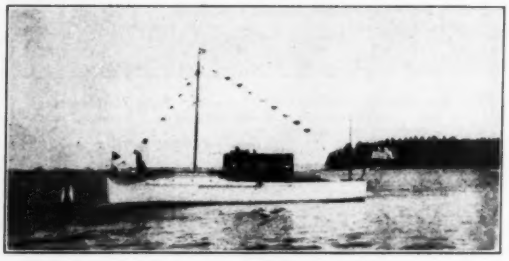
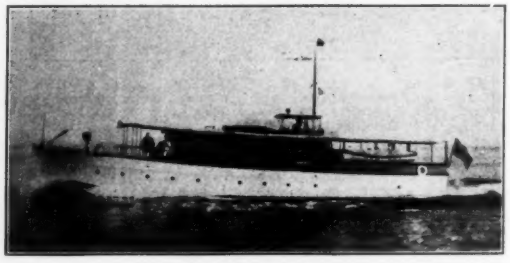
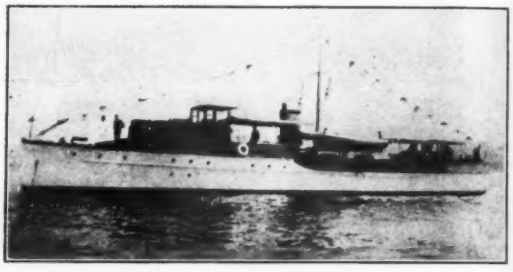


No. 1343—Motor yacht. Auxiliary sails. 59'10" x 13'0" x 4'0". An exceptionally fine sea boat. One double stateroom, bath. Cabin sleeps four. Has had the finest of care. Sterling motor. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

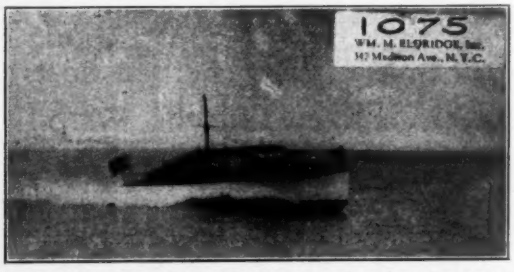
No. 1143—Ketch Rigged Power Boat. 46' x 12'7" x 5'0". Sterling motor. Extra heavy construction. Inventory most complete. An ideal cruising yacht. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



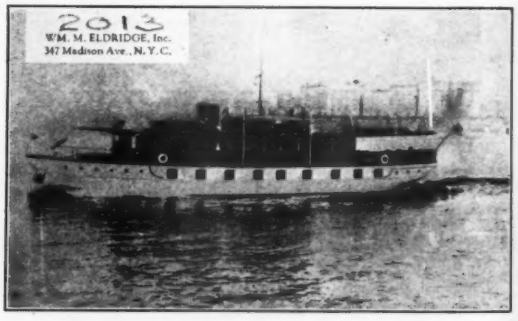
No. 1371—T. S. Gasoline yacht, 70' of real boat. Has sleeping accommodation for ten. Radio, electric piano. Hall-Scott motors. For full particulars inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



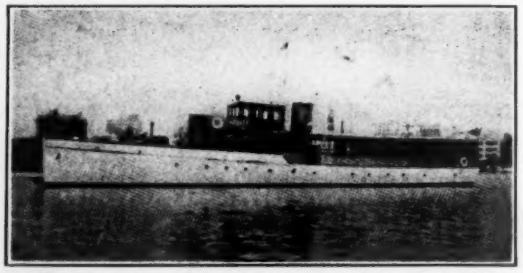
No. 1154—For Charter 93' T. S. Winton motored gas yacht. 2 double, 1 single stateroom, 2 baths. Yacht is in fine condition and well appointed. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



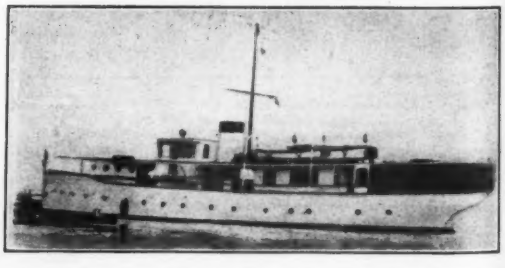
No. 1075—For Sale or Charter.—47' long, 33 m.p.h. cruiser. Two Capitol Liberty Motors. Elect. windlass, elec. refrigerator, lighting plant, all in perfect condition. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



No. 2013—93' Mathis cruising houseboat. Winton Motors. 4 double staterooms, 2 baths. Furnishings are the best of their respective kinds and everything for comfort is included in inventory. Inquire WILLIAM M. ELDRIDGE, 347 Madison Ave., New York.



No. 2533—Entirely refurnished in 1929 this 109' T. S. Winton powered Diesel is offered for sale. Grand piano, radio transmission. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.



No. 2537—110' Diesel yacht. 4 staterooms, 3 baths. Bessemer motors. Beautifully furnished. Inventory complete. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Ave., New York.

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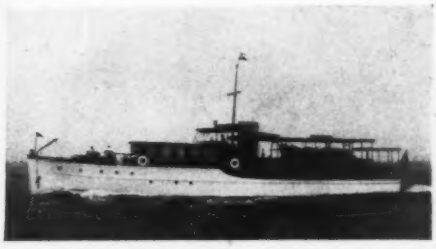
NO. 1228—FOR SALE—twin-screw cruiser, two 130 h.p. Buda engines. 55' long, 13'6" beam, 4' draft, one double, two single staterooms, bath and shower.

NO. 809—FOR SALE OR CHARTER—one of the new well-known New York Yacht, Launch & Engine Company's 77', new 1926. In perfect condition and fully equipped. This boat is well known in Southern and Northern waters. Two double, two single rooms, two baths.

NO. 1272—FOR SALE—73' twin-screw cruiser, new 1928. Sterling powered, speed of 17 miles. Has one double room, two single rooms, four berths in cabin, three toilets. Boat in perfect condition.

NO. 1250—FOR SALE—New York Yacht, Launch & Engine Company, 65-footer, new 1929. Fully equipped and in perfect condition. Has two double rooms, ample room for crew, all modern conveniences.



NO. 1354—FOR SALE—Wells designed. Twin-screw diesel yacht, 80' o.a., 79' 4" w.l., 15' 4½" beam, 4' 4" draft. Powered with 2-4 cyl., 6 cyl., 7 x 8½, 150 h.p. Winton Diesels attaining a speed of 14-15 m.p.h. Sleeps 5 in 2 double, 1 single staterooms, Frigidaire, electric heaters, completely equipped in fine condition.

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Of course . . . everybody is keen to see the outcome of the America's Cup Races. But how? The ideal way to see any race is from the afterdeck of your own craft. If you haven't a boat, now is the time to charter or buy one from the John H. Wells, Inc. list of available craft.

The list includes every type of craft for every water, but the supply of each is limited. May we suggest an early consultation?

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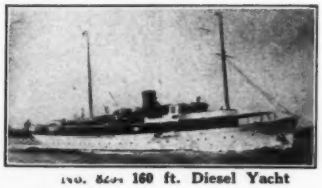
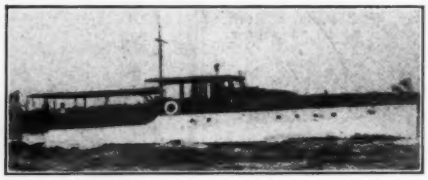


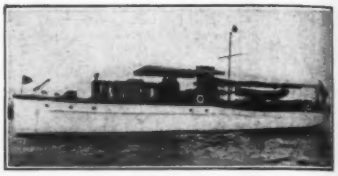
No. 8[illegible] 160 ft. Diesel Yacht

No. 5081 105 ft. Power Yacht

No. 8913 92 ft. Express Yacht



No. 5757 70 ft. Diesel Yacht



No. 2566 67 ft. Power Yacht

No. 2142 50 ft. Elco Cruiser

No. 5395 42 ft. Express Commuter

No. 7564 100 ft. Diesel Power House Yacht

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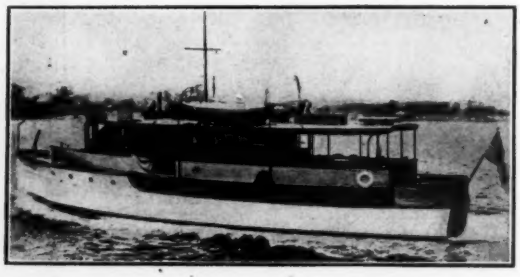
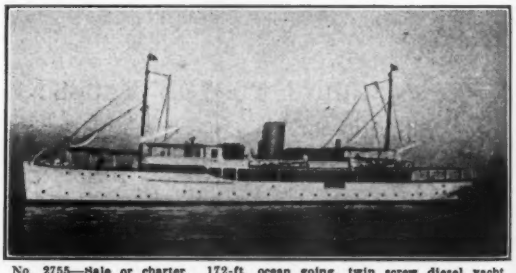
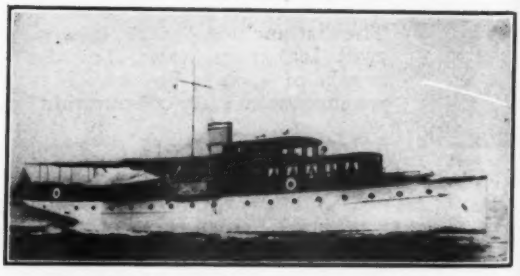


No. 4765—Sale or charter. 67 ft. twin screw diesel powered houseboat. Three double and one single staterooms. Two toilets, bath, etc. Roomy deckhouse containing pilot-house, dining and living room. Two 75 H.P. diesel motors. Speed 12-13 miles. Electric plant, hot water heat, Lux fire system, etc.



No. 2755—Sale or charter. 172-ft. ocean going, twin screw diesel yacht. Four double and two single staterooms, four baths. Large deckhouse containing dining saloon, library, living room, etc. Two 350 H.P. Winton motors. Speed 12 miles cruising. Cruising radius 10,000 miles.

No. 3124—68-ft. twin-screw express cruiser. Hull double planked mahogany. Fittings and furnishings of the very best. Two double staterooms, dining and living room. Cockpit in bow. Two 300 h.p. Sterling motors. Speed 24 miles. One of the best express cruisers available.



No. 3110—85-ft. twin screw power yacht. Two double and two single staterooms. Two bath rooms. Large deckhouse containing dining saloon, pilot-house, and living room. Two 100 H.P. motors. Speed 12-14 miles. 110 volt Universal generator. Hot water heat. Splendid cruising yacht. Beautiful condition.

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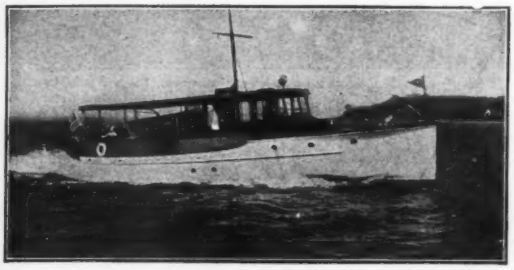

No. 3—FOR SALE—42-FT. ELCO CRUISER. Latest Model with deckhouse and double cabins. 6-cylinder motor. Most attractive family boat.

No. 4—FOR SALE—50-ft. Twin Screw Dawn Cruiser; this model has proven unusually successful. Forward and after staterooms, enclosed deck house and flying bridge.

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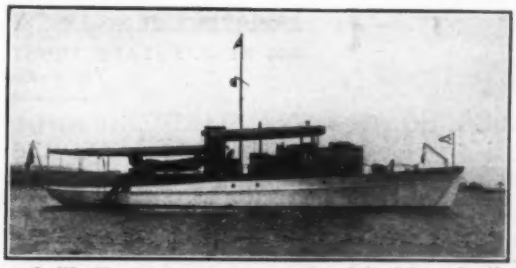
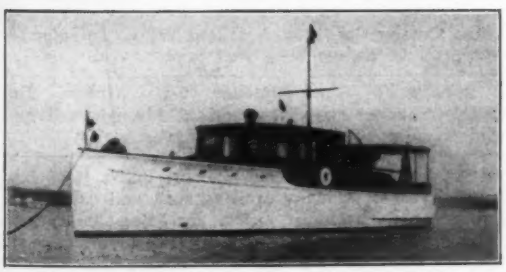
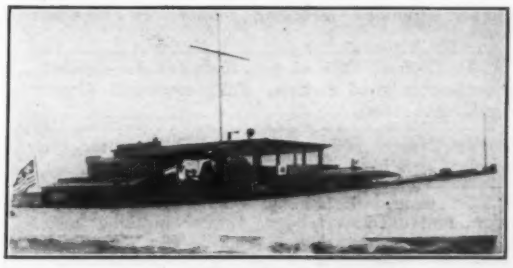
NO. 745.—One of the well known Lawley 68' cruising yachts, built in 1926, with Sterling power giving a speed of 14 miles. Accommodations consist of: 2 double staterooms, main cabin, 2 owner's toilets, also accommodations for crew. Condition excellent.



NO. 657.—Fine 80' Twin Screw power cruiser, designed for comfortable cruising and having luxurious accommodations for owner and guests. Condition perfect. Remarkable bargain.



NO. 793—Beautiful Lawley 50' Double Cabin Cruiser, built 1928 in the best manner. Has two Sterling engines, giving speed of 18 to 20 mi. Luxurious accommodations. Condition perfect. Fully in commission.



NO. 1075—Popular 46' Matthews double cabin open bridge cruiser. Double berth in owner's cabin forward, four berths in after cabin, each has enclosed toilet room. Sterling motor giving speed of 17 miles. Boat only one year old and in excellent condition.

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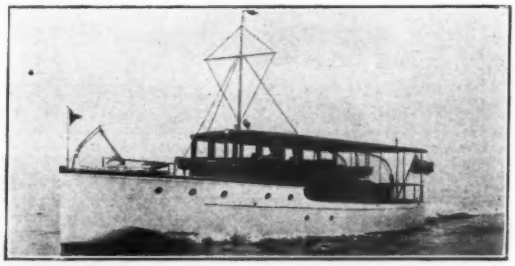
FOR SALE—43' Auxiliary Schooner. Shoal draft. New 1929 Scripps motor. Sleeping accommodations for six. Crew's quarters forward. Price reasonable.



FOR SALE—Elco 50. Like new in every respect. Owner bought larger boat. Can be purchased at very attractive figure.

FOR SALE—Mathews "46." Double cabin sport cruiser. Two Sterling motors. Delivered August 1930. Bargain.

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34'5" Red Bank Sea Skiff, 1924, 129 h.p. Gray (1930). Completely equipped including tender. In excellent condition.

37'6" R. D. Cruiser, 1925, 65 h.p. Kermath. In excellent condition and as good as new. Fully equipped. Owner must give up boating.

38' Lawley Cruiser, 100 h.p. Scripps. Hull, motor, etc., in first class condition.

40' B. D. Cruiser, two 100 h.p. Kermaths. Boat in fine condition, and a fine sea-boat. Owner building larger yacht.

40' Consolidated cruiser, two 100 h.p. Lathrop Mystics (1930). Ideal for fishing or cruising. High grade construction and finish. A-1 condition.

45' Dawn, 1928, two 65 h.p. Kermaths. Fully equipped and in excellent condition.

50'6" B. D. Cruiser, 60 h.p. Standard. No expense spared in building or furnishing. Has always had best of care.

50' x 13'7" x 3' Houseboat cruiser, 50 h.p. Standard. Good accommodations and A-1 condition. Must be seen to be appreciated.

35' Aux. Crosby Cat, 32-40 h.p. Red Wing. In splendid condition; has always been well kept.

38'9" x 12' x 4'8" Aux. Schooner, 60 h.p. Stearns. Remarkably roomy, seaworthy and able under sail and power. In fine condition.

45' x 11'3" x 6'5" Aux. Yawl, Lawley built; 15-40 h.p. Scripps. Winner of many cruising runs and races. Remarkable combination of speed, sea-going ability and beauty. High grade construction. Fully found.

49'6" x 13'6" x 7'5" Aux. Schooner, 18-25 h.p. Scripps; hull and engine in fine condition. A fine sea-boat.

50' x 15' x 3'3" Aux. C. B. Schooner, Buda motor (1929). Boat as good as new. Fully equipped and in good condition.

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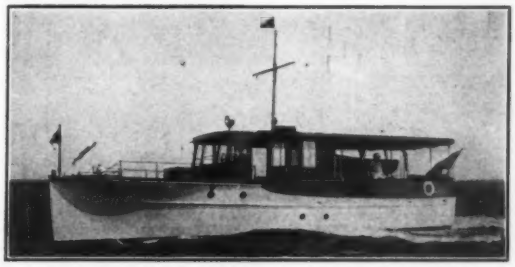
No. M-3342—FOR SALE OR CHARTER—Twin-screw gasoline yacht, 72′ x 14′6″ x 4′4″, built by Lawley from Wells' designs. Sleeping accommodations for seven, one bath, three toilets. Winton motors. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. M-2048—FOR SALE OR CHARTER—Twin-Screw houseboat 99′6″ x 19′3″ x 4′6″. Sleeping accommodations for ten, three toilets and baths. Winton motors. For further data, price and location consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. M-4515—FOR SALE—Twin screw Elco 50′ cruiser, built 1929, in unusually good condition, with large inventory of extra equipment. For further data, consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4384—FOR SALE—Elco 42′, specially built in 1929, powered with two motors. Sleeps four in owner's quarters, two toilets, etc. For further data, consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

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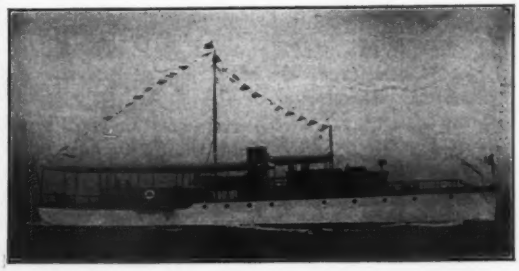
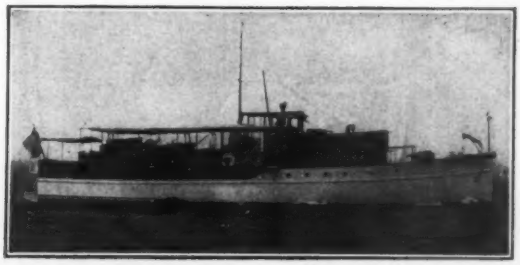
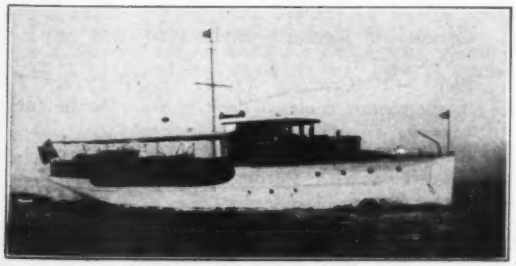


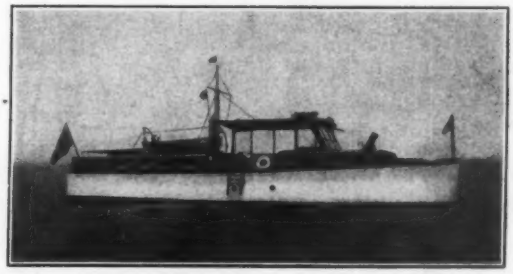
NO. 1003—Eighty-five-foot, twin screw cruiser of Gielow design, powered with two new six-cylinder 6½″ x 8½″ Twentieth Century engines. Owner's accommodations consist of two double and one single staterooms and bathroom. Large dining saloon in deck house. Special value. Terms.



NO. 1012—Cruising Yacht, 75′ x 15′. Equipped with two 6-cyl. 100 H.P. 20th Century Motors. Layout consists of two double and two single staterooms, two bathrooms and deck dining saloon. Can be seen at any time.



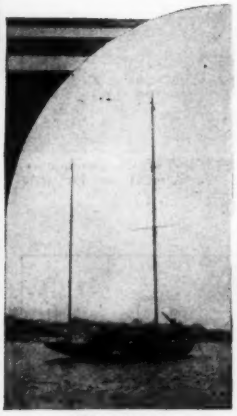
NO. 1008—SUNSHINE II—80′ x 14′ x 4′. In commmission. Can be delivered immediately. Practically new. Owner building larger yacht. Send for details.



NO. 1011—High Speed Commuter. 47′ x 10′ 6″ x 2′ 9″. 25 to 30 miles per hour. Two years old. Perfect condition.

TO THE RACES OR THE SOUTH

. . . These fine yachts for sale or charter



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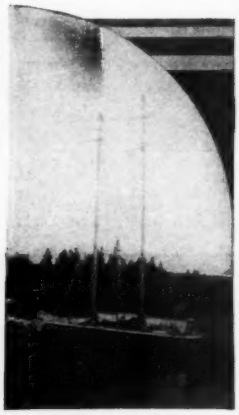


No. 1542

No. 1517

No. 266

No. 1743

MILLARD, BREWSTER & CHAMBERS, INC.

230 Park Ave., Vanderbilt 10167

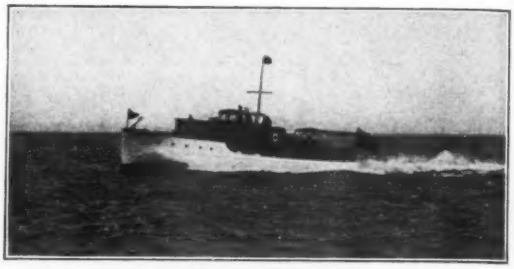
New York N. Y.

Representatives in New York of NOYES MARINE CO.

305 Congress Street, Boston, Mass.

HERE IS YOUR CHANCE

A smart cruiser at an attractive price.



FOR SALE

No. 2738—One of the most modern and attractive 62 foot twin screw deckhouse cruising yachts available. Has had only about four months use. Has three staterooms, bath, two toilets, large deckhouse, separate navigating bridge and observation deck. Exceptionally comfortable and good sea boat. Powered with two 130 horsepower reduction gear engines. Completely equipped, in commission. Now has continuous awning. Price most attractive. Write or wire

Henry C. Grebe & Co. Inc.

Telephone: Superior 0806

400 North Michigan Avenue, Chicago

YACHT BROKERS NAVAL ARCHITECTS

CORWITH CRAMER

Yacht Broker

228 N. LA SALLE ST., CHICAGO

Special Offerings in Power and Sailing Yachts

No. 2008—110′x15′x6′, powered with twin Kahlenberg Diesels, 1928. Speed, 12 m.p.h. 4 staterooms. 2 shwrs. Bargain.

No. 2010—70′x14′x4′, powered with twin Hall-Scotts, 175 h.p. ea. Speed, 15 m.p.h. 2 double and 1 single stateroom. Price attractive.

No. 1010A — Alden schooner, 45′x35′x12′2″x6′7″. Built 1927. 6-cyl. engine. Main cabin, stateroom and crew's quarters. Unusually able. Price, $6,000.

STANDARDIZED CRUISERS

Matthews "38" Cruisers. Single and double cabin. $4,280 up.

Corsair 30′ Cruiser. Built 1930. 18 m.p.h. Acc. for 4.

Elco "42" Cruising Yacht. Built 1928. 2 staterooms, enclosed deck house. Berths for crew.

Robinson Sea Bird, 36′x9′x2′6″. Acc. for 4. Powered with Sterling petrel, 180 h.p. 22 m.p.h.

Distributor for

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WHEELER SHIPYARD

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ELDREDGE - McINNIS, INC.

Naval Architects • Yacht Brokers

148 STATE STREET, BOSTON, MASS. • CABLE "EASTWARD" • TEL. RIC. 3890-91

For Sale: **These and many others from which you can select just the boat you want.**

NO. 955—Elco 62-footer. Has many extras. Built in 1928, and is now in excellent condition.

NO. 844—85' Twin Screw Power Yacht. Built 1927. Powered by 2 20th Century motors. Has very complete equipment including hot water heating system.

NO. 5531—100' Diesel Yacht. One of the finest afloat of her size. Now in commission. Modern in equipment and economical to operate. Also an 18' launch for harbor use.

Above: No. 895—75' Twin Screw Express Cruiser designed by Eldredge-McInnis and built in 1929. Now offered at sacrifice. Accommodates 6, and has galley and toilets. Powered with 2 6-cyl. Wintons, giving a speed of 21 m.p.h.

RARE OPPORTUNITY TO PURCHASE AN EXCEPTIONAL STEEL HULL DIESEL YACHT

One of the smartest yachts afloat. An inspection necessary to appreciate

Length 120', Beam 14'10", Draft 5'10"

Owner just installed two new Winton Diesel engines, 8 cylinder, 300 H.P. each, giving a speed of 20 miles per hour, and a cruising radius of 2,000 miles. Everything new in engine room, including tanks, pumps and two Winton Generating sets. Also, new electric windlass just installed. Hull is in perfect condition. An exceptionally seaworthy yacht. Beautifully finished and furnished and dining saloon finished in Circassian Walnut. Ample crew's quarters and large galley forward. All work finished and yacht just going in commission. Price attractive for immediate sale.

For further particulars apply

YACHTSMEN'S SERVICE AGENCY

1006 REAL ESTATE TRUST BUILDING, PHILADELPHIA, PA.

TELEPHONE—PENNYPACKER 4830

Telephone Vanderbilt 0969

CABLE "YACHTSAN"

HARRY W. SANFORD

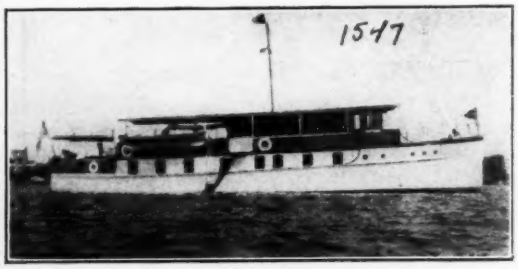
YACHT BROKER

501 FIFTH AVENUE, NEW YORK, N. Y.

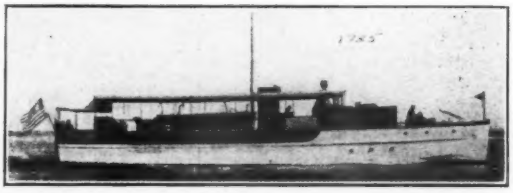
(S. E. CORNER 42nd STREET)

GEO. W. ELDER

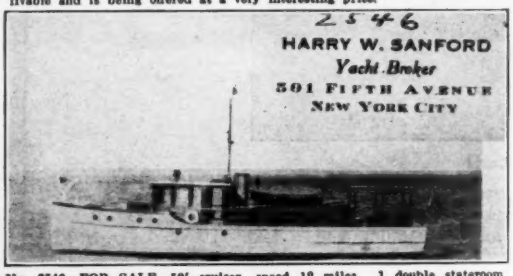
Associate



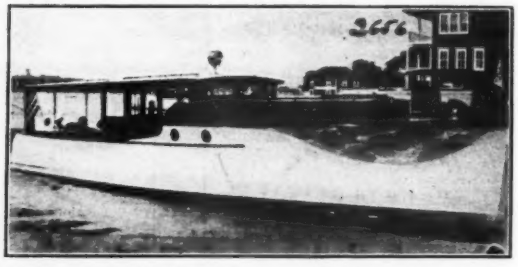
No. 1547—For Sale—76' T. S. Houseboat, speed 14 miles, three comfortable staterooms, deck dining salon, bathroom, etc. This yacht is very livable and is being offered at a very interesting price.



No. 1785—For Sale or Charter—80' Twin-Screw Cruiser, speed 18 miles, 1 double, 2 large single staterooms, 2 berths in lobby, sunken deck salon. An unusually attractive yacht which should appeal to a discriminating yachtsman.



No. 2546—FOR SALE—50' cruiser, speed 12 miles. 1 double stateroom and salon sleeping 6 persons, 2 berths forward and w.c. for crew. Very nicely arranged, well built and a very attractive cruiser.



No. 2656—FOR SALE—Beautifully constructed 1929 day boat or cruiser, sleeping 4 persons. Speed 15-18 miles. Very roomy and able, with a delightfully large cockpit. Has galley, toilet, etc., and is a very smart looking craft.

ELCO CRUISER, 51 foot Bridge Deck, like new, used little, fully equipped; newly painted, cost $26,000; sacrifice $5,000. D. Schane, 1860 Broadway, New York City.

SACRAFICE: 70'6" Auxiliary Yacht, Rig reduced, Amateurs can handle, Lawley Built—Mahogany finish—1 double, 2 single staterooms—Standard Motor. Beautiful lines. Comfortable—$8000. Palmer M. Way, Wildwood, N. J.

BARGAIN—Stearns 115 horsepower motor, 1928 model—starter, generator, double ignition, perfect condition; buying larger motor; sacrifice at $650. A. J. Peck, 133 Clarke Place, N. Y. C.

A. C. F. Double Cabin Cruiser—Gray 6-72 engine. All excellent condition. Complete equipment—over $1,500 in improvements—winter cover, etc., $3,500. Box 261, care MoToR BoatinG.

JOHNSON 32 racing outboard, dual carburetors. Run less than 15 hours. Also new Johnson 16. Priced right for quick sale. L. J. Egelston, Rutland, Vt.

L. M. 4 Hall-Scott 125 horsepower at 1700 r.p.m., complete in A-1 shape. Very cheap. B. C. Wallace, Russells Point, Ohio.

WANTED—Position as instruction Foreman or General Manager of yard, twenty-two years experience on the finest of Yacht Building. Send all mail to Box 262, care of MoToR BoatinG.

Salesmanager with accountancy knowledge wanted for new Chicago Marine Engine Office; $150.00 p.m. and 5% bonus on Company's total sales. Ref. required. Box 260, care MoToR BoatinG.

22-ft. Hydroplane complete, Liberty motor, 72 miles $1,250
33-ft. Gar Wood fifty mile runabout, excellent condition $2,500
Cigarette, 32-ft. Sweepstakes displacement boat, duralumin hull, 550 horse Curtis, 65 miles.
Pair Detroit Marine Fiat engines, 300 horse $1,200
Pair 400 horse Liberty converted marine engines. Pair for $2,500
Packard 300 horse Gold Cup engine..... $3,000
151" hydroplane complete $1,000
32-ft. Sweepstakes hull and equipment except motors, perfect condition. Has done 66 miles $1,250
Arthur J. Utz, 14 Davis Road, Port Washington, N. Y.

QUICK SALE—Class D racing hydroplane and Johnson Class D. motor, 1930 outfit. Have won first place against all Class D motors, F motors in following races: Three firsts, Duluth, Minnesota; three firsts, Stillwater, Minnesota; two firsts, Clinton, Iowa; one first, Minneapolis, for the Minnesota Championship and two second places at Ashland and Chippewa Falls, Wisconsin. Lost latter two on account slight trouble. Have unofficially made fifty miles per hour with this outfit. Will sell for $350 cash. Cost $70 new. Maytor Hoppenyan, Ashland, Wisconsin.

Will trade forty-eight acres of good farm land, good buildings, on improved county road, in thriving farm community, two miles from small town with good school and churches, for a small cabin cruiser.
Major DALE O. WISE, Pleasant Lake, Ind.

FOR SALE—Elco Veedette, delivered late 1928, perfect condition. Extra equipment includes Penn Yan dinghy, Lux fire equipment, outboard motor for auxiliary. Can be seen in commission Great Captains' Island. Club boats leave regularly from dock at East Portchester. Cost $6,000, will accept $3,800 for quick sale. Fred L. Keen, 328 Broadway, New York.

A. M. DEERING

Brokerage and Marine Insurance
Plans for Runabouts and Small Cruisers,
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Power and Sail Boats

FINE offerings at substantial savings are available in our current list of used Cruisers, Runabouts, Houseboats and Sail Boats. Also Gasoline and Diesel Engines and Generating Plants. Many of these are rebuilt and in excellent condition. Send for our list today and save money.

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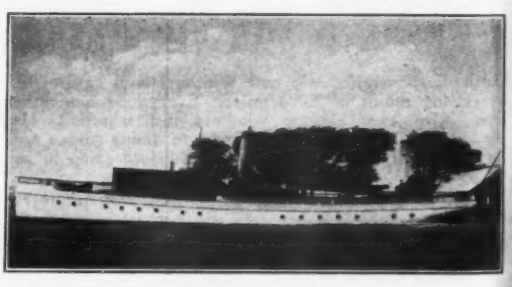
RICHARDSON CRUISERS—HOMELITE—LUX
—KERMATH MOTORS



SACRIFICE SALE

Steam Yacht. 98' x 15'6" x 6'4". 2-cyl. 12" x 24" x 14" Sullivan steam engine. Boilers, engine and hull in excellent shape and running condition. Could be converted inexpensively to oil burner or Diesel power if desired. Fully equipped, ready to run. Easily worth $30,000. in present condition. Owner has authorized us to sell for accumulated service and storage charges. Asking price $6,000. Lyon-Tuttle Corporation, 285 King St., City Island New York City.

Advertising index will be found on 3rd last page

MARKET MOTOR BOATING PLACE

"For Sale" and "Want Advertisements," 10c per word, minimum $2.50 per issue, payable cash with order. For illustrated advertisements, add to the charge for text at 10c per word, the following:

Cut 1 inch deep, 2 inches wide.....$10
Cut 1½ inches deep, 3 inches wide.....$15
Cut 2¼ inches deep, 4 inches wide.....$25
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Classified advertisements set entirely in small light face type without border. No extra charge for capitals. Advertisements with bold face type or border charged at display advertising rate, $15 per inch (2¼ inches wide).

New advertisements accepted until tenth of month for following issue. To insure insertion in first possible issue send check or money order with your instructions.

Send photograph or negative, which will be returned if requested.

MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y.

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FOOT OF GORDON PLACE
HUDSON POINT
FREEPORT, L. I.

All Marine Repairs & Supplies

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BANFIELD—RICHARDSON
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MOTORS
JOHNSON—ELTO
LOCKWOOD—INDIAN

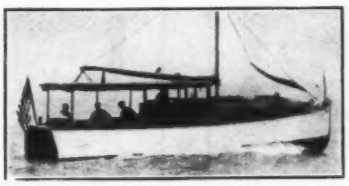
THE LARGEST MARINE DISPLAY ON LONG ISLAND

LIBERTY twelves and sixes with or without conversion, cylinders, pistons and all parts. F. T. Holliday, Indianapolis.

GUARANTEED MOTOR VALUES
12 H.P. Kermath, $185; 12 H.P. Universal, $115; 30 H.P. Brennan, $155; 30 H.P. Doman, $195. With starters: 20 H.P. Kermath, $265; 20 H.P. Model Z Gray, $175; 35 H.P. Kermath, $485; 45 H.P. Universal Super Four, $375; 100 H.P. Wisconsin, $395, and others; also outboard motors. Badger Motor Co., Milwaukee, Wis.

WANTED: 50 foot Sea going Schooner or Yawl. Price must be good. Principals only. Box 29, MoToR BoatinG.

WANTED: Cruiser 28-32 ft. standard make, 1929 or 1930, little used at bargain. Marvin Everly, Westport, Conn.



MATTHEWS—38-ft. "1930 Model" Single Cabin Cruiser, Kermath powered, completely refinished, first class condition, complete equipment.
BRUNS KIMBALL & CO.
15th Street and Fifth Avenue, New York City

WANTED
A 26 x 7 foot sea skiff hull without engine. Inspectable near New York City.
Write S., Room 507, 521 Fifth Avenue, N. Y.

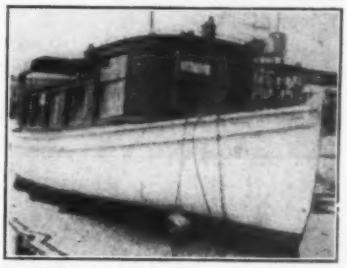
In order to settle insurance claim will sell three Liberty Motors practically new for $1,000.00 f.o.b. Detroit. Capitol Underwriters Agency, 12917 E. Jefferson Ave., Detroit, Michigan. Phone Lenox 3393.

FOR SALE—One Model one hundred Kermath six-cylinder double ignition L head thoroughly overhauled and guaranteed first class condition. Price $750. Wawasee Lake. One Hall Scott LM6 200 h.p. 6 cylinder overhauled and condition excellent; this motor is for sale by original owner. Make offer. One four cylinder Loew Victor 30 h.p. with starter guaranteed. Price $100 F.O.B. Wawasee Slip. Wawasee Slip, Syracuse, Indiana.

FOR SALE: Homelite, good as new, just overhauled and now at factory. How much am I offered? Richard Massey, Lake George, N. Y.

Brand new Universal 45 h.p. Blue Jacket motors, $360.00, each complete with latest equipment. Dunphy Boat Co., Eau Claire, Wisc.

USED BOAT BARGAINS
Consolidated 43 ft. Bridge Deck with new Speedway motor—Banfield 32, Sterling 150 h.p.; Elco Cruisette-Richardson single and double cabin—and many other stock and custom built cruisers and runabouts including Dodge, Hackercraft, Dee Wite-Chris Craft, etc., etc. Dodge 26 ft. sedan hull, A-1.
F. D. HOMAN, Agent
Richardson Elco Cruisers
Dee Wite Runabouts
Prompt delivery on various models—trades made—deferred payments.
78 Riverside Ave., Amityville, L. I., N. Y.



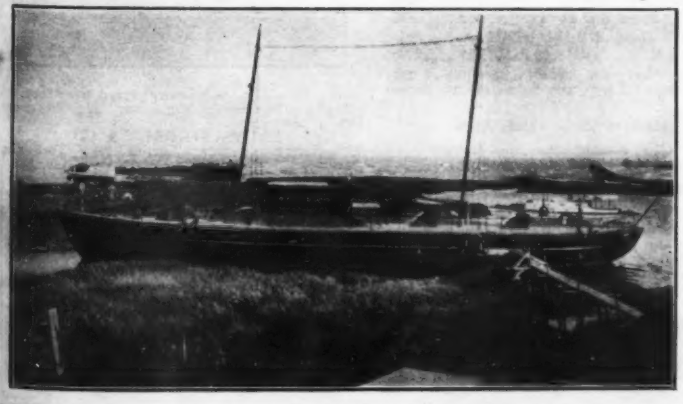
FOR SALE—Cruiser "Lois," 41' x 9' x 3'6" electric bilge pump, lights, four berths, galley, toilet. $850. Can be seen at Johnson's Boat Yard, East Hartford, Conn. H. Lammers, Granville, Mass.

BIG GRAY BARGAINS
REMANUFACTURED motors—all models and sizes—same guarantee as new—all completely rebuilt,—full standard equipment—all block-tested—lowest prices in our history—must have room—new business crowding them out—full details from us or your Gray dealer—Shipment now.—Write.
Gray Marine Motor Company
680 Canton Ave., Detroit, Michigan.

WANTED
A used 26-foot Banfield or similar type open runabout Sterling Engine preferred. Inspectable near New York City.
Write R., Room 507, 521 Fifth Avenue, N. Y.

WANTED: Elco-Richardsons-A.C.F., etc. F. D. HOMAN, 78 Riverside Ave., Amityville, L. I., N. Y., Tel. 110.

1930 MATTHEWS double cabin open bridge deck cruiser. KERMATH 85 h.p. medium duty motor. Completely equipped, including nine foot dinghy with sail rig. Brought in from factory under own power and has had exceptional care, used sixty days. An inspection and demonstration will prove this boat is in many respects better than a new boat. Opportunity to acquire ownership of one of these famous cruisers at a worth while saving. Now on Barnegat Bay and can be seen at Seaside Park Yacht Club or Bay Head Yacht Club by appointment. Write direct to owner L. P. Brown, 3109 West Penn Street, Philadelphia, Pa. Station Z.

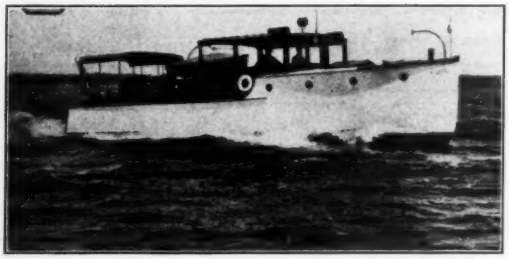


90′ x 12′ Twin screw, fast cruising yacht. Spacious flush deck. Two 8 cylinder, 300 H.P. Sterling engines, 6¾ bore, 9″ stroke. Two double and two single staterooms. Deck dining salon. Reconditioned. Unfurnished. $15,000. Address, Owner, 3388 Griswold Ave., Pelham Bay Park, New York City.

BOATS & ENGINES
NEW AND USED

The Bruns Kimball Anchorage
BRUNS, KIMBALL & CO., Inc.
FIFTH AVENUE, Corner 15th St., NEW YORK
Telephone Algonquin 0800

CASH OR PAYMENT PLAN
LARGEST SHOWROOM IN THE INDUSTRY!



For Sale

45 foot Dawn Cruiser which has had the best of care by a single owner. Two cabins each with toilet, and separate quarters for paid hand. Two hundred and twenty horsepower Speedway engine which gives speed of approximately eighteen miles. Radio, gas stove. All wiring insulated in lead.

Inquire

COX & STEVENS, Inc.

521 FIFTH AVENUE NEW YORK CITY

1928 Belle Isle Super Bear Cat, 30 footer, L. M. 6, Hall-Scott. 1929 Belle Isle Bear Cat, 26 footer, 200 Kermath. 1926 Belle Isle Bear Cat, 26 footer, 1930 Kermath, 150 horse power. 1926 Hacker Dolphin Hull, 29 footer, complete except motor. All boats are double cockpit, copper and brass fastened, all mahogany. A-1 shape, will sacrifice.

B. C. WALLACE, Russells Point, Ohio

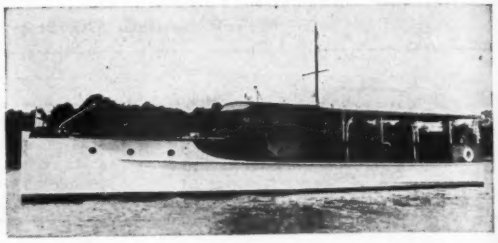
34 foot Staples & Johnston Cruiser—sleep 4—can accommodate 4 in front seat and a dozen in rear cockpit for day cruise. In commission. Completely equipped—nothing to buy. Galley, Lavatory. 100 H.P. Kermath. 16 to 17 miles per hr. Latest model—new this spring. Cost $7300 with extras. Cash price, $5000. Getting larger boat. A. E. Ingraham, 40 E. 49th St., N. Y. City. Phone Wickersham 2525.

FOR SALE: Dodge Curtis OX5 motor bargain. F. D. Homan, 78 Riverside Ave., Amityville, L. I., Tel. 110.

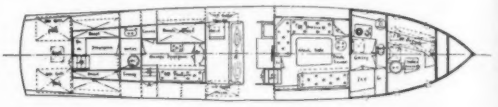
26-ft. mahogany custom built runabout powered with F 6 Scripps. Boat and engine equipment in fine condition.

BRUNS KIMBALL & CO.
15th Street and Fifth Avenue, New York City

BRIDGE DECK CRUISER



60' by 12'3" by 3'4". Able Twin Screw Bridge Deck Cruiser, built by Luerssen, Germany, two 68 h.p. Maybach engines, speed 12 to 14 miles. Hull is mahogany on cedar, decks teak and mahogany, mahogany interiors. Condition better than new, two double staterooms, large saloon, galley, crew's quarters, complete inventory. Owner going abroad; will sacrifice. Address Mr. J., Box B, Franklin Station, Baltimore, Md.



BARGAINS — BOATS, ENGINES and ACCESSORIES

HERE ARE A FEW OF OUR OFFERINGS: Friendship sloops 29' to 43' at prices from $350 to $2,000. We have an unusual offer in a 42' Flush deck fishing sloop, Morse built. 50' x 12' bridge deck cruiser, launched in 1929, costing over $20,000, mahogany trunks and finish, sleep 7, best of equipment, 200 H.P. Buffalo engine new 1929, speed 14 miles—for quick sale $8,500. 37' x 9' raised deck cruiser, 40 H.P. Red Wing engine, sleep 5, galley and toilet, speed 11 miles—$1,500. Guaranteed A-1 condition. 28' x 8' V bottom raised deck cruiser, mahogany trimming, 60 H.P. Scripps engine, speed 16 miles, sleep 4—galley and toilet. Used only three summers—$1,100. 32' runabout, Hand built, 60 H.P. Scripps motor, speed 18 miles, mahogany trimmed—$550. A-1 condition. 30' Trunk cabin cruiser Fay & Bowen "Gobest" engine, new 1929—$1,000. 39' x 9' double cabin cruiser, sleep six—twin screw, galley and toilet. A-1 condition, best of equipment—for quick sale $1,200. Several Jonesport Model boats, 40 to 42', speed 12 to 25 miles, good carriers, large cockpits, speedy lines. Also many others.

ENGINES: 40 H.P. Lathrop, double ignition and propeller outfit—$480. 35 H.P. Kermath, Model F, $350. 20 H.P. Fay & Bowen Gobest model, not run over three weeks—with magneto—$290. 40 H.P. four-cylinder Hill Diesel oil engine used only a few months—$600 with propeller. 6-40 Gray, good condition, $225. 12 H.P. Knox, valve-in-head, heavy duty, double ignition. Paragon gear—rebuilt $125 and others.

ALL USED ENGINES GUARANTEED. We have some good trades in propellers, etc. These are only a few of the bargains we have to offer. Write us as to your requirements—our service is yours at no cost to you. REMEMBER there is always a market for boats and engines—have you any to offer? We have clients in all parts of the U. S.

Knox Marine Exchange, Yacht & Ship Brokers, Camden, Maine

FACTORY REBUILT KERMATH ENGINES

Pick Yours from This List

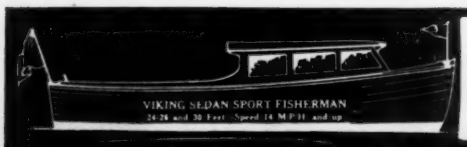
6-8 H.P. Unit F.	$ 240
20 H.P. Unit F	405
65 H.P. B.E.F.	1015
150 H.P. "L" Head B.B.E.	1500
150 H.P. "O" Head B.B.E. "1927"	1300
150 H.P. "O" Head B.B.E. "1928"	1445
150 H.P. "O" Head B.B.E. "1929"	1615
200 H.P. B.B.E.	1725

These Motors have the factory guarantee of one year on them. They are bargains at these prices.

KERMATH MFG. COMPANY
5879 Commonwealth Avenue, Detroit

HACKER—30-ft. mahogany speed runabout. A chance to buy one of the finest runabouts practically new, cheap.

BRUNS KIMBALL & CO.
15th Street and Fifth Avenue, New York City



For southern fishing or cruising the Viking offers many superior features in addition to low cost—$2,500 and up. *Act now to insure early delivery.*

TOMS RIVER BOAT WORKS, INC.—*40 Years a Boat Yard*
Builders of Fast Sea Skiffs Storage Repairs TOMS RIVER N. J.

Advertising index will be found on 3rd last page

TWENTY-EIGHTH GOLD CUP REGATTA

RED BANK, N. J., AUGUST 16-17, 1930

SUMMARY OF RESULTS

(*Continued from page 58*)

CLASS D—DIVISIONS III AND IV—TWO HEATS—FIVE MLES EACH

Boat, Driver, Make, Motor	*Time*		*Speed*		*Total Points*	*Final Position Division*
	1st Heat	*2nd Heat*	*1st Heat*	*2nd Heat*		
SJ28, B. Risley, Hurricane, Johnson	7:10.60	7:04.27	41.802	42.425*	800	1—III
N704, R. Delahant, Kelly, Johnson	7:23.32	7:16.64	40.602	41.223	722	2—III
D337, G. Pauli, Century, Johnson	7:54.95	DNF	37.898	.....	324	3—III
M120, J. Wood, Century, Johnson	8:36.93	DNF	34.820	.....	289	4—III
P839, W. Tuck, Ludington, Johnson	7:03.21	7:05.83	42.532	42.270	761	1—IV
D616, W. Ollendorf, Ollendorf, Johnson	DNF	7:03.38	.....	42.514	400	2—IV
D615, S. Ollendorf, Ollendorf, Johnson	DNF	.....	DNS	.....		
J48, H. Chance, Harbil, Johnson	DNF	.....	DNS	.....		

*New Record, Class C—Div. III, 42.425 m.p.h.

CLASS F—DIVISIONS I, II, III, IV—TWO HEATS—FIVE MILES EACH

Boat, Driver, Make, Motor	*Time*		*Speed*		*Total Points*	*Final Position Division*
	1st Heat	*2nd Heat*	*1st Heat*	*2nd Heat*		
M1, S. Nunneley, Brobeil, Johnson	7:28.05	6:56.21	40.174	43.247†	761	1—II
J62, J. Allen, Ludington, Evinrude	7:17.64	7:40.85	41.129	39.058	724	2—II
J7, J. D. Masterton, Century, Elto	8:04.54	7:22.94	37.148	40.637	586	3—II
N128, H. Schmidt, Own, Johnson	7:42.99	7:46.16	38.877	38.613	578	4—II
N500, R. Schaffer, Own, Evinrude	8:00.32	10:05.81	37.475	29.382	481	5—II
N50, W. Widegren, Flowers, Johnson	7:33.60	DNS	39.682*	.....	324	6— I
J140, C. Schwenker, Ludington, Johnson	DNS	9:02.62	.....	33.172	256	7—II
N605, G. Wolf, Penn Yan, Johnson	9:08.79	DNS	32.799	.....	196	8— I
N9, P. Sawyer, Hodgson, Johnson	10:27.51	DNS	28.684	.....	169	9—II
N704, C. Mason, Kelley, Johnson	9:26.71	6:53.74	31.762	43.505‡	689	1—III
D608, K. MacKenzie, Hooton, Elto	9:17.76	12:21.34	32.271	24.280	685	2—III
N465, B. Rhymer, Own, Evinrude	7:17.94	DNS	41.101	.....	400	3—III
N599, H. Fraser, Brobeil, Johnson	7:40.75	DNS	39.066	.....	361	4—III
D616, W. Overton, Ollendorf, Johnson	7:11.95	6:54.00	41.671	43.478	800	1—IV
P839, W, Tuck, Ludington, Johnson	DNS	7:17.60	.....	41.133	361	2—IV
N23, A. Hodgson, Own, Evinrude	10:27.51	DNF	28.684	.....	361	3—IV
N627, S. Crise, Century, Johnson	Disq.	DNS				

*New Record, Class F, Div. I, 39.682 m.p.h.
†New Record, Class F, Div. II, 43.247 m.p.h.
‡New Record, Class F, Div. III, 43.505 m.p.h.

STOCK RUNABOUTS NOT OVER 40 H.P.
TWO HEATS—7½ MILES

Boat	*Owner*		*Time*		*Speed*		*Total Points*	*Final Position*
			1st Heat	2nd Heat	1st Heat	2d Heat		
111	F. Wigglesworth	Dodge	15:38.99	15:27.06	28.754	29.124	800	1
49	L. Neidich	Dodge	18:31.82	17:13.42	24.284	26.126	617	2
50	H. Patton	Dodge	17:29.37	17:49.31	25.729	25.249	613	3
31	A. Browne	Dodge	18:06.19	17:43.33	24.857	25.368	613	4
32	R. Johnson	Dodge	17:23.74	22:49.84	25.868	19.710	557	5
41	W. Hart	Dodge	21:25.12	19:04.66	21.009	23.587	450	6
10	E. Pres	Dodge	DNS	19:02.58	.....	23.630	256	7

STOCK RUNABOUTS—NOT OVER 200 H.P.
TWO HEATS—7½ MILES

Boat	*Owner*	*Make*	*Time*		*Speed*		*Total Points*	*Points Position*
			1st Heat	2nd Heat	1st Heat	2nd Heat		
12	It, J. Carscallen,	Chris-Craft	11:35.64	11:54.16	38.813	37.806	800	1
21	Becky, J. Rutherford,	Hacker	12:05.86	12:25.59	37.197	36.212	722	2
27	Anna Marie, W. Otto,	Greenwood	12:35.32	12:37.20	35.746	35.657	648	3

STOCK RUNABOUTS—NOT OVER 300 H.P.—7½ MILES

Boat	*Owner*	*Make*	*Time*	*Speed*	*Points*	*Position*
14	It Too, J. Carscallen,	Chris-Craft	11:01.31	40.828	400	1
46	Period, W. Berri,	Chris-Craft	11:14.24	40.045	361	2
12	It, J. Carscallen,	Chris-Craft	11:32.76	38.974	324	3
45	Duganne IV, Edw. Weisl,	Chris-Craft	11:43.00	38.406	289	4

STOCK RUNABOUTS—FREE FOR ALL—TWO HEATS—10 MILES EACH

Boat	*Owner*	*Make*	*Time*		*Speed*		*Total Points*	*Final Position*
			1st Heat	2nd Heat	1st Heat	2nd Heat		
14	It Too, J. Carscallen,	Chris-Craft	14:05.45	13:49.61	42.580	43.393	800	1
44	Pasto, J. J. Wyle, Sea	Lyon	14:42.86	14:37.39	40.776	41.030	685	2
45	Susanne, E. Weisl,	Chris-Craft	15:37.96	15:27.93	38.381	38.796	613	3
21	Becky, J. Rutherford,	Hacker	16:17.72	16:28.12	36.820	36.432	545	4
33	Miss Mal-de-Mer, W.	Dwyer, Chris-Craft	.....	13:55.98	.....	43.063	361	5
28	....., R. S.	Gitterman	17:27.77	.....	34.358	.....	256	6
34	Saturnalia, R.	Hatchitt	18:41.37	.....	32.103	.....	225	7
26	Snooky, G.	Greenhof	19:00.75	.....	31.558	.....	196	8

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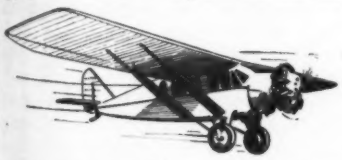
Lighter Weight Means Added Strength in the NIAGARA ENGINES

REGARDLESS of the size of the boat, Niagara offers freed power—engines of stamina, endurance and ability — decreasing by as high as 400 pounds the inertia, the dead weight of older types of marine power plants.

Since the first one cylinder mass of metal chug-chugged the early motor driven craft timidly over gently lapping waves, boating has surely been striving to get away from unnecessary bulk and cumbersome, meaningless dead weight. It was thought that weight determined endurance, that lighter motors could never undergo the strain required of marine engines.

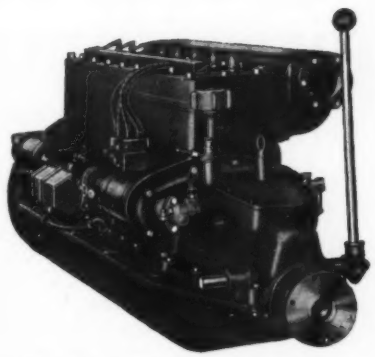
Consider the airplane, today more sturdily powered, able to fly faster and farther than ever before, more dependable in its operation. Yet in airplane motors the



effort has constantly been made to reduce weight. Today, the most famous engine known to aviation, that powered Lindbergh to Paris, Byrd to the South Pole, Kingsford-Smith almost around the world, *weighs less than 2 pounds per horsepower!*

The same dependable power, unending stamina, and rich reserve of speed in the new Niagara engines is developed with the same fundamentals. The Niagara model 8MS, of 200 horsepower, weighs only 942 pounds, *less than 5 pounds* per horsepower as compared with 10 in the average engine of but a few seasons ago.

Every non-essential bulk of metal has been eliminated. While steel takes the place of cast iron in certain vital parts, aluminum and special heat treated alloys, reinforcements, especially ribbed sections, supersede the former use of cast iron, the entire power plant becomes more powerful, more flexible, quicker to respond to throttle and more durable. Cost is a secondary consideration in the building of these high grade units.



The husky 2¾" diameter crankshaft, statically and dynamically balanced, made of drop forged steel #1045 SAE, heat treated, with tensile strength of 105,000 pounds per square inch and with a total main bearing surface of over 89 square inches, emphasizes the strength of construction in the Niagara Eight.

Chromolite Process treated aluminum castings, absolutely impervious to salt water, 50% stronger than cast iron of same thickness; connecting rods of forged duralumin (used in airship construction); chrome nickel steel bolts; and silchrome steel valves with hardened stem ends are only a few of the features of the rugged construction of the new Niagaras.

Furnished completely equipped, Niagara Engines are delivered with oil cooler, oil cleaner, oil gauge, sump pump, crankcase ventilating fan, tachometer, fuel pump and gasoline strainer, flame arrester, complete dash panel with oil pressure gauge, ammeter, temperature gauge, choke, ignition and lighting switches, complete set of tools and extra set of spark plugs.

Not only are the new Niagara engines lighter in weight, with increased power and strength, but in the owners' boats they have the sleek, swift appearance of a greyhound. They are unusually compact, requiring far less space than their heavy,

bulky predecessors. Perfect balance of reciprocating parts permits performance with an astounding lack of vibration.

A motor that is overweighted must drag dead-weight. Niagara engines respond to the slightest touch of the throttle, deliver a maximum of power while most engines are still getting under way.

Put your problems up to the Niagara Motors Engineering Department. Advice and estimated performance furnished without obligation. Write for catalog A9. (State HP required and size of boat.)

FOR EVERY BOAT

4-Cylinder Models

MODEL	H.P.	WT.	PRICE
"SPECIAL"	12–16	325 lbs.	$246–376
MS	25–30	346 lbs.	$475
HS	30–40	311 lbs.	$495
HSS	*60–70	342 lbs.	$675

8-Cylinder Models

8L	125–135	869 lbs.	$1275
8M	150–155	882 lbs.	$1475
8LS	*165–170	929 lbs.	$1775
8MS	*190–200	942 lbs.	$1975

*Supercharged

NIAGARA MOTORS CORPORATION

DUNKIRK
NEW YORK

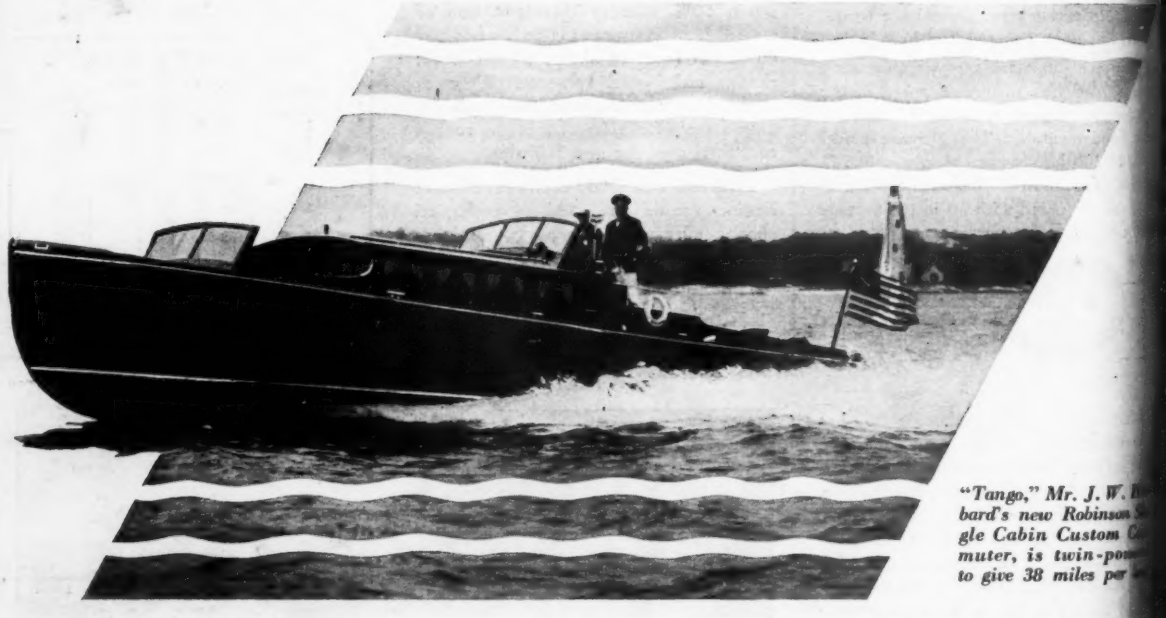
BROAD BEAMED

AND STOUTLY BUILT

With Speeds to Match Your Mood or Need

IT may be 39 feet of smart Seagull Sedan Cruiser tha halts your roving eye . . . or 40 feet of lithe, staunch Speed Cruiser that fires your imagination . . . it may be the 45-foot Robinson Custom Commuter that claims your enthusiasm. With first-hand acquaintance any one of these handsome boats will immediately win your confidence and respect. For Robinson Seagulls are built to perform! They meet your needs for a boat of extreme staunchness—they likewise serve your natural pride of possession with a graceful beauty and elegance which leaves nothing more to be desired. Nor has there been a thing sacrificed in the design to make them, each one, a real sea boat—capable, rugged and dry. Their speeds provide the last word in commuting travel. Inboard each Seagull model is as skillfully fashioned as your home interior to serve every whim and fancy for privacy, comfort and livableness afloat. Send for the Robinson catalog of fine mahogany cruisers and commuters today. Prices, details and delivery dates on request.

ROBINSON *Seagull* CRUISERS



"Tango," Mr. J. W. H... bard's new Robinson S... gle Cabin Custom C... muter, is twin-pow... to give 38 miles per ...

ROBINSON MARINE CONSTRUCTION CO. - - BENTON HARBOR, MICHIG...

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